REGISTERED No. 79—1873.

# The Bombay Gazette.

No. 7,605.—NEW SERIES. BOMBAY :—TUESDAY, JUNE 24, 1873. SUBSCRIPTION IN ADVANCE. {FOR A YEAR.....Rs. 42 / FOR SIX MONTHS ..Rs. 24} Including Postage.

## THE BOMBAY GAZETTE.

THE Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

| | |
|---|---|
| One Year, in advance | Rs. 42 |
| Half Year ,, | ,, 24 |
| Three Months ,, | ,, 14 |
| One Month ,, | ,, 5 |

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or posted free to any address Up-country.

### TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

| | |
|---|---|
| First insertion | Rs. 5 0 |
| Second do | ,, 2 8 |
| Third do | ,, 2 8 |
| Fourth and succeeding insertions | ,, 0 2½ As. |

a line, but no Advertisement counted as less than eight lines.

### LONG ADVERTISEMENTS.

| | |
|---|---|
| First insertion | 8 As. per Line. |
| Second do | 4½ ,, ,, |
| Third and succeeding | 2½ ,, ,, |

on the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

DOMESTIC OCCURRENCES : EACH—RUPEE 1.

ALL CHEQUES, MONEY ORDERS, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

## SHIPPING.

**STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.**

**THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited),** under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship JAVA, 1,465 Tons, 180 H.P., Commander J. AVERY, will be despatched on THURSDAY, the 26th June 1873, at 4 P.M.

| June 1873. | | July 1873. | |
|---|---|---|---|
| Leave BOMBAY | 26 | Leave Negapatam | 9 |
| ,, Carwar | 28 | ,, Madras | 11 |
| July. | | ,, Coconada | 13 |
| ,, Narrakal for Cochin | 2 | ,, Vizagapatam | 14 |
| ,, Alleppy | 2 | ,, Bimlipatam | 14 |
| ,, Tuticorin | 4 | ,, Gopalpore | 15 |
| ,, Colombo | 5 | ,, False Point | 16 |
| ,, Galle | | Arrive CALCUTTA | 18 |

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

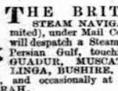
During the South-west Monsoon, viz., from 17th May 1873, to the end of August, it is uncertain whether communication can be maintained with the ports of Mangalore, Cannanore, Tellicherry, Calicut, Beypore, Cochin, the Steamers will however call at these ports, weather permitting. Passengers for these Ports can be landed at Naraikal, 8 miles north of Cochin whence they may proceed by back water to stations on the Madras Railway.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

**STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.**

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.



**THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited),** under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSREH, and occasionally at BHAREIN, KOWEIT, and MAHOMERAH.

The s.s. INDIA, 1,050 Tons, 200 H.P., Commander J. HENDERSON, will be despatched on WEDNESDAY, the 2nd July, 1873, at 2 P.M.

| July 1873. | | July 1873 | |
|---|---|---|---|
| Leave BOMBAY | 2 | Leave BUSREH | 21 |
| ,, Kurrachee | 5 | ,, Fao | 21 |
| ,, Guadur | 7 | ,, Bushire | 23 |
| ,, Muscat | 9 | ,, Bahrein | 23 |
| ,, Bunder Abbas | 11 | ,, Linga | 27 |
| ,, Linga | 13 | ,, Bunder Abbas | 29 |
| ,, Bushire | 15 | ,, Muscat | 31 |
| ,, Koweit | 17 | | August. |
| ,, Fao | 17 | ,, Guadur | 2 |
| ,, Mahamerah | 17 | ,, Kurrachee | 4 |
| Arrive BUSREH | 18 | Arrive BOMBAY | 8 |

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

**STEAM COMMUNICATION WITH KURRACHEE.**

**THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited),** under Mail Contract with Government, and in connection with the weekly service from England, will during the S. W. Monsoon despatch a Steamer to Kurrachee every WEDNESDAY, and an Extra Steamer every SATURDAY, at 2 o'clock.

The days of departure during the fair Season commencing from 22nd September will be FRIDAY and MONDAY.

The Steam-ship BURMAH, 1,025 Tons, 200 H.P., Commander F. R. GAVIS, will be despatched on WEDNESDAY, the 25th June 1873, at 2 P.M.

The Steam-ship KURRACHEE, 510 Tons, 120 H.P., Commander G BEVIS, will be despatched on SATURDAY, the 28th June 1873, at 2 P.M.

The Steam-ship INDIA, 1,050 Tons, 200 H.P., Commander J. HENDERSON, will be despatched on WEDNESDAY, the 2nd July 1873, at 2 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

**STEAM COMMUNICATION WITH ITALY.**

(VIA SUEZ CANAL.)

**ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.**

The regular Steamers leave.

| GENOA on the 24th, | and | BOMBAY on the 1st |
|---|---|---|
| | of each month. | |

### PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

| | 1st Class. | 2nd Class. | 3rd Class. | |
|---|---|---|---|---|
| Aden | £22 | £15 | £8 | Including Wines. |
| Suez | 32 | 22 | 9 | |
| Port Said | 35 | 24 | 9 | |
| Alexandria | 39 | 26 | 9-10 | |
| Messina | 45 | 30 | 14 | |
| Naples | 50 | 34 | 14 | |
| Leghorn | 50 | 34 | 14 | |
| Genoa | 50 | 34 | 14 | |
| Marseilles(transhipment at Genoa) | 52 | 35 | 14-10 | Without Food. |

Children under 3 years, free of charge.
Children not above 10 years, half fare.

Next Steamer from Bombay :—

PERSIA, on TUESDAY, 1st JULY 1873.
ARABIA, on FRIDAY, 1st AUGUST 1873.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 6th November 1871.

CONSIGNEES of CARGO per s.s. EUROPEAN, arrived from LIVERPOOL, are requested to send their BILLS of LADING and DELIVERY ORDERS for our inspection and countersignature, and to TAKE DELIVERY of their respective GOODS from the Bunders.

W. & A. GRAHAM & Co.,
Agents, s.s. European.

Bombay, 19th June 1873.

## FAVRE, LEUBA, & Co.

ARRIVED

BY THE LAST MAIL

A SMALL CONSIGNMENT OF

## CARRIAGE CLOCKS,

WITH ALARM, DAYS, AND DATES,

STRIKING AND REPEATING THE HOURS AND HALF HOURS,

FOR RUPEES 195.

**WHITMORE'S COMPOUND LINIMENT,** OF ARNICA.—A Specific for the cure of Rheumatism, Lumbago, Sciatica, Sprains, Contusions, Weakness of the Joints, Chilblains, &c. It is also an excellent remedy as a stimulating application to the surface of the Chest and Back in Bronchitis, Inflammation of the Lungs, Pulmonary Consumption, and Hooping Cough. When the Liver is inactive, rubbed over it, its stimulating properties have a beneficial effect, and in all cases where counter-irritation is desirable, it will be found invaluable. In bottles, small, medium, and large.

WILKINSON'S BRONCHIO-THORACIC LOZENGES.

Prepared from the receipt of an eminent Physician, and experience has fully justified their recommendation as the most speedy remedy in Irritation of the Throat, Catarrhal Coughs, Bronchitis, Incipient Consumption, Spitting of Blood, &c., &c. To public Speakers and Vocalists they will be found invaluable, as they impart a clear and beautiful tone to the voice. Free from any preparation of Opium, and of an agreeable taste, they are applicable to all.

WHITMORE'S STOMACHIC AND LIVER PILLS.

No Pill is so efficacious in promoting digestion, strengthening the Stomach, correcting Acidity, preventing or removing Headache, Giddiness, &c., arising from a Costive Habit, Debilitated Stomach, or Torpid Liver. In bottles, small, medium, and large. They require no change of diet, and those of the most delicate constitution may take them with safety.

Taken as an adjunct with Wilkinson's Sarsaparilla with the greatest success.

Prepared only by Thomas Wilkinson, 270, Regent Street, London.

BOMBAY :

Wholesale and Retail Agents. Treacher & Co., Limited, Medical Hall, Byculla, and Fort, Poona.

And of the principal Firms in India and the Colonies.

## SHIPPING.

OVERLAND ROUTE.

On Friday, the 27th June, 1873, at 5 P.M., from Masagon.

**THE P. & O. Co.'s** S. S. NUBIA, (2,095 Tons, and 450 H. P.), Captain W. B. HALL, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Marseilles, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genpa, Trieste, Odessa, Constantinople, Ancona, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Masagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Masagon, at 3 P.M., precisely, on the day of sailing.

GEO. F. HENRY,
Bombay, 20th June 1873. Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 30th June, at 3 P.M., from Masagon.

**THE P. and O. Co.'s** S. S. LOMBARDY, (2,813 tons and 450 H.P.,) Captain E. M. GILLOU, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any sheet of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Friday, the 27th instant.

GEORGE F. HENRY, Superintendent.

Bombay, 16th June 1873.

## SALES BY AUCTION.

CRAWFORD AND COMPANY,
3, MARINE STREET, BOMBAY.

SALE OF ABBOOSHUG COTTON.

THIS DAY TUESDAY, the 24th instant, at 2 p.m, Messrs. CRAWFORD and Co. will sell by Public Auction, in the house No. 14 of Mr. Kessowjee Jadowjee in Dubra Gulley at Mandvi Bunder, by order and in the Warehouse of Shaw Heerjee Girdhur and on account of Mess s. Doongersey Gopjee Sons and Co.

56 Lugs and 46 Small Bales of Abbooshur Cotton.

CRAWFORD & Co.

Bombay, 24th June 1873.

**NUSSERWANJEE, CULLIANDASS & CO.,**
40, MEADOW STREET.

TO-MORROW, WEDNESDAY, the 25th instant, Messrs. NUSSERWANJEE, CULLIANDASS and Co. will sell by Public Auction, at 2 o'clock P.M., at their Rooms, Meadow Street, No 40,

1 Case birds' cages, 1 case ruby colou-, 1 case gilt frames, a few silk umbrellas, 4,000 pieces marble slabs of 10 inches, 500 pieces marble slabs of 12 inches, 50 cases cigars, 10 cases pale beer, by Jeffrey's, 60 dozen pints claret, 35 dozen portwine, 15 dozen Jamaica rum, 5 dozen bitter girondin, 6 dozen liquor Antonio, 15 dlo. in champagne Baron de Senil, 50 dozen champagne Duvan, 20 dozen champagne Scroders & Co.'s, 27 dozen she ry and ordinary sherry, 6 dozen liquor assorted, 15 dozen Via ordinaire, 12 dozen chablis, 9 dozen olive oil, 10 gross corks,

NUSSERWANJEE CULLIANDASS & Co.

Bombay, 24th June 1873.

MEHRJEE, JOHNSTON, & CO.,
No. 28, APOLLO STREET.

AUCTION SALE OF VALUABLE LANDED PROPERTY AT BEEBEE JAN STREET.

On THURSDAY, the 26th day of June 1873, at 4 P.M., Messrs. MEHRJEE, JOHNSTON and Co. will sell by Public Auction, on the premises, by order of the Mortgagee Mr. Nur ee Framjee, and on account and risk of Mortgagors Cana Dowa, and Gowa Dowa, the following valuable landed property, viz. :—

All that piece or parcel of Fazundare land or ground together with the messuage, tenement, or dwelling-house, con-isting of three apartments standing thereon, and the east side of Beebee Jan St eet, within the sub-district of Mandvee, in the Island of Bombay, containing by admeasurement one hundred and nineteen square yards and six-ninths of a square yards or thereabouts, bounded on the east by the public passage, on the west by Beebee Jan Street, aforesaid, on the north by the h use of Meya Saheb Mahomed Ally Er gar, and on the south by the house of Meya Mahomed syed bin Mahomed Hoosoun Rogay, and the said premises is registered in the books of the Assessor of Assessment formerly under No. 900, now under No. 88.

For further particulars and conditions of sale, apply to the Undersigned.

MEHRJEE, JOHNSTON & Co.

AUCTION SALE of Stock-in-Trade of Wine Merchants, consisting of Wine, Spirit, Beer, Office Furniture, &c., at Godown in Elphinstone Circle, opposite the Town Custom Bunder.

On SATURDAY, the 28th day of June 1873, at 12 o'clock noon, Messrs. MEHRJEE JOHNSTON & Co. will sell by Public Auction at the above place, by order of the Official Assignee, in Re Payne & Co., insolvents, the whole of their stock-in-trade, consisting of champagne, moselle, hock, burgundy, claret, vermouth, ginger wine, sherry, beer, rum, Holland gin, old tom beer vinegar, and chuntney in casks, copper measure pump, and bottle washing machine; a large stock of empty bottles and phials, wooden horses, office furniture consisting of Clubb's Secretary safe with black-wood stand, tables with one drawer, chairs, bookshelves, press-es, screen, punkhas, ca-h box, camp and washing tables letter, and platform scales, oil, carpets, coir matting, carpenter's tool-, a large stock of bulk glasses (wh te and green), and sundry other miscellaneous articles. The above goods are now on view.

Also will be sold on day to be named hereafter, a large stock of wine, spirit, beer, &c, in bond, for which due notice will be published.

MEHRJEE, JOHNSTON & Co.

Bombay, 24th June 1873.

## NOTICES.

FOR SALE AT THIS OFFICE.

THE ACT OF PARLIAMENT constituting the HIGH COURT of BOMBAY, with the Letters Patent and other Documents relating to the same. Price RUPEES THREE

THE FOLLOWING

IS AN

EXTRACT FROM A LETTER

dated 15th May, 1872, from an old inhabitant of Horning-ham, near Warminster, Wilts :—

"I must also beg to say that your Pills are an excellent Medicine for me, and I certainly do enjoy good health, sound sleep, and a good appetite; this is owing to taking your Pills. I am 78 years old.

Remaining, Gentlemen, yours very respectfully,

To the Proprietors of L.S.
NORTON'S CAMOMILE PILLS, London."

**PATENT WROUGHT NAILS.**

J. J. CORDES & Co.,

The Patentees and Sole Manufacturers of the well-known Patent "Crose" and their Trade Mark, and that all Nails now made and sent out by them, except clasp, bear this mark upon their heads, and that within every Package sent from their Works is also placed a card bearing their name and address.

"EWBANK'S NAILS,"

desire to make it known that they have adopted a "Star" on the quality of which is so well appreciated as being far superior to that of any other make.

Any Nails, therefore, which are not distinguished as above, must not be confounded with

DOG WORKS :—NEWPORT, MONMOUTHSHIRE, ENGLAND.

**FRAUD.**

On the 27th June, 1866, MOTEEWALLAH, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the

LABELS

Of Messrs. CROSSE AND BLACKWELL,

London, and was sentenced by Mr. Justice Phear to

TWO YEARS' RIGOROUS IMPRISONMENT ;

And on the 30th of the same month, for

SELLING SPURIOUS ARTICLES

Bearing Labels in imitation of Messrs. CROSSE and BLACKWELL'S, SHAIK BACHOO was sentenced, by the Suburban Magistrate at Sealdah, to

TWO YEARS' RIGOROUS IMPRISONMENT.

CAUTION.—Any one selling *spurious Odours's Stores*, under-Crosse and Blackwell's name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully upon taking delivery of them, and to destroy all bottles and jars when emptied. The GENUINE Manufactures, the Corks of which are all branded with Crosse and Blackwell's name, may be had FROM EVERY RESPECTABLE DEALER in India.

LEA AND PERRINS'
CELEBRATED

WORCESTERSHIRE SAUCE,

DECLARED BY CONNOISSEURS

TO BE

THE ONLY GOOD SAUCE.

CAUTION AGAINST FRAUD.

The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine is to

ASK FOR LEA & PERRINS' SAUCE,

and to see that their names are upon the *wrapper, labels, stoppers* and *bottle*.

Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins have been forged, L. and P. give notice that they have furnished their correspondents with power of attorney to take instant proceedings against *Manufacturers* and *Vendors* of such, or any other imitations by which their right may be infringed.

Ask for LEA & PERRINS' Sauce, and see Name on Wrapper, Label, Bottle, and Stoper.

Wholesale and for Export by the Proprietors, Worcester ; Crosse and Blackwell, London, &c., &c. ; and by Grocers and Oilmen universally.

## NOTICE.

**MORSON'S EFFECTUAL REMEDIES**

Are sold by Chemists and Druggists throughout the World.

PEPSINE—The popular and professional medicine for indigestion is MORSON'S PEPSINE, the active principle of the gastric juice. Sold in Powder, Lozenge, Globules ; and as Wine in ½ fl. and 1-pint Bottles.

CHLORODYNE is of such celebrity that it can scarcely be considered a speciality, its composition being known to practitioners. Many of the Chlorodynes being unequal in strength, MORSON & SON have prepared this. Sold in ½ oz., 1½ oz. and 3 oz. bottles.

GELATINE—The purest preparation is MORSON'S. Carefully packed and shipped. Orders made payable in England.

THOMAS MORSON & SON,
Medallists and Jurors at all the Great Exhibitions,
31, 33 & 124, SOUTHAMPTON ROW,
RUSSELL SQUARE, LONDON.
WORKS—HOMERTON AND HOWARTON.

**PURE CHEMICALS AND NEW MEDICINES**

selected, and Shipping Orders executed with care and despatch

## NEW ADVERTISEMENTS.

BOMBAY FOOTBALL CLUB.—The GAME will commence at HALF PAST FIVE THIS EVENING.

W. M. TENNENT,
Honorary Secretary.

EUROPEAN GENERAL HOSPITAL.—WANTED IMMEDIATELY a MATRON for the OBSTETRIC WARD of the above Institution.

Applicants to attend at the Hospital between 8 and 9 A.M. bringing their Testimonials with them.

Salary Rs. 60 per month. Quarters free.

Bombay, 24th June 1873.

AT an EXTRAORDINARY GENERAL MEETING of SHAREHOLDERS of the BHOWNUGGUR PRESS COMPANY, Limited, held on the 21st inst. nt, the following RESOLUTION was carried unanimously :—

"That the Final Accounts and Report of the Liquidators, showing the manner in which the winding-up has been conducted and the property of the Company disposed of be approved, adopted, and passed, and the Company be now considered as dissolved from this date, and all the Books and Papers be handed over to the Secretaries and Treasurers of the Volkart's United Press Company, Limited."

O. NÖLKE, Chairman.

Bombay, 23rd June 1873.

AT an EXTRAORDINARY GENERAL MEETING of SHAREHOLDERS of the TINNEVELLY PRESS COMPANY, Limited, held on the 21st instant, the following RESOLUTION was carried unanimously :—

"That the Final Accounts and Report of the Liquidators showing the manner in which the winding-up has been conducted and the property of the Company disposed of, be approved, adopted, and passed, and the Company be now considered as dissolved from this date and all the Books and Papers be handed over to the Secretaries and Treasurers of the Volkart's United Press Company, Limited."

O. NÖLKE, Chairman.

Bombay, 23rd June 1873.

AT an EXTRAORDINARY GENERAL MEETING of SHAREHOLDERS of the COMRAWUTTEE PRESS COMPANY, Limited, held on the 21st instant, the following RESOLUTION was carried unanimously :—

"That the Final Accounts and Report of the Liquidators, showing the manner in which the winding-up has been conducted and the property of the Company disposed of, be approved, adopted, and passed, and the Company be now considered as dissolved from this date, and all the Books and Papers be handed over to the Secretaries and Treasurers of the Volkart's United Press Company, Limited."

O. NÖLKE, Chairman.

Bombay, 23rd June 1873.

RATE-PAYERS OF FORT, COLABA, and the ESPLANADE are requested to be good enough TO MEET together on SATURDAY next, the 28th instant, at 3 P.M., at the Residence of Mr. Jairam Sewjee, in Hornby Row, Fort, to consider the election of five proper representatives for the New Municipal Corporation ;—persons in whom they have confidence and who would properly watch their interests.

N. M. WADIA.
DWARKADAS VASANJI.
DAYAL RATANSEY.
GOKALDAS JAGMOHANDAS.
FRAMJEE HORMUSJEE SETTNA.
MOOLJI ANANDJI.

VOLKART BROTHERS'
PRICE LIST OF WINES AND SPIRITS.

CHAMPAGNE.

| | | |
|---|---|---|
| REAL DRY VEUVE CLICQUOT, per case of 1 doz. qts. | Rs. | 40 |
| GOLD NECK CHAMPAGNE ,, ,, | ,, | 30 |

STILL HOCKS.

| | | | |
|---|---|---|---|
| Laubenheimer | ... | ... Rs. 15 per doz. qts. | |
| Liebfraumilch | ... | ... ,, 20 | ,, ,, |
| Steinwein | ... | ... ,, 20 | ,, ,, |
| Rudesheimer | ... | ... ,, 24 | ,, ,, |
| Marcobrunner | ... | ... ,, 30 | ,, ,, |
| Hochheimer Vitoria Berg | ... | ... ,, 30 | ,, ,, |

CLARETS.

| | | | |
|---|---|---|---|
| St. Estephe Medoc | ... | ... Rs. 9 per doz. qts. | |
| Chateau Lamotte | ... | ... ,, 10 | ,, ,, |
| Chateau de Frands | ... | ... ,, 14 | ,, ,, |
| Vray Canon | ... | ... ,, 18 | ,, ,, |
| Chateau Leoville | ... | ... ,, 24 | ,, ,, |
| Chateau Lafite | ... | ... ,, 28 | ,, ,, |

VERMOUTH.

| | | | |
|---|---|---|---|
| Vermouth | ... | ... ,, 12 | ,, ,, |

BEER.

Indian Pale Ale, in barrels of 4 doz.

| | | | |
|---|---|---|---|
| qts. at | ... | ... Rs. 4-8 per doz. qts. | |
| Do. do. | do. | 7 doz. pints at ,, 2-8 | ,, pts. |

ITALIAN CLARET.

In Barrels containing 50 gallons and above, Rs. 125 each. The same Wine bottled here at Rs. 6-8 per dozen. 10 per Cent. Discount on taking 10 dozen or more.

CHOICE ITALIAN WINES.

| | | | |
|---|---|---|---|
| Barbera Amaro Spumante (Sparkling) Rs. 12 per doz. qts. | | | |
| Barbera Amaro Secco | ... (Still) | ... ,, 12 | ,, ,, |
| Brachetto | ... | ... ,, 12 | ,, ,, |
| Barolo | ... | ... ,, 12 | ,, ,, |
| Nebiolo | ... | ... ,, 12 | ,, ,, |
| Passito Forzato | ... | ... ,, 12 | ,, ,, |

BRANDIES.

| | | | |
|---|---|---|---|
| Tricoche & Co. (White Capsule) | ... Rs. 16 per doz. qts. | | |
| Ditto (Red Capsule) | ... | ... ,, 18 | ,, ,, |
| G. Martineau | ... | ... ,, 18 | ,, ,, |
| Blanchy Frères & Co.'s | ... | ... ,, 18 | ,, ,, |
| H. and C. Balsenque | ... | ... ,, 18 | ,, ,, |

Bombay, 23rd June 1873.

## NOTICES.

J. & E. ATKINSON.

WHOLESALE AND EXPORT PERFUMERY, AND FANCY SOAP MANUFACTURERS,
24, OLD BOND STREET, LONDON.
ESTABLISHED 1799.

Prize Medals, London, 1862 ; Paris, 1867 ; Silver Medal, Lima, 1872.

CORDOVA EXHIBITION, 1872.

Messrs. J. & E. Atkinson's Goods obtained the only Medal (Silver) for Perfumery."

ATKINSON'S CELEBRATED WHITE ROSE AND OTHER PERFUMES.

ATKINSON'S CELEBRATED EAU DE COLOGNE.
ATKINSON'S CELEBRATED BROWN WINDSOR SOAP, &c.

N.B.—All Perfumes, Lavender Waters, Eau de Cologne, &c., manufactured "in bond," and shipped duty free at great reduction PRICE LIST ON APPLICATION.

CAUTION.—Many spurious imitations are now sold of Messrs. J. & E. ATKINSON'S Goods ; orders should therefore be sent direct or through commission houses of repute. Their goods are kept by all respectable dealers throughout the World.

Wholesale Agents in Bombay.....D. S. KEMP & Co.

BY ROYAL COMMAND.

JOSEPH GILLOTT'S
CELEBRATED
STEEL PENS.

Sold by all Dealers throughout the World.

SARSAPARILLA.

WILKINSON'S ESSENCE OF FLUID EXTRACT OF RED JAMAICA SARSAPARILLA, prescribed by the Faculty for Purifying the Blood, Debility, Liver Complaints, and Freeing the system from the effects of Mercury ; exclusively used in India and the Colonies as a Prevention to Tropical Diseases.

"Superior preparation that may always be relied upon."—Sir Astley Cooper.

"We are in every respect satisfied with it."—Lancet.

"We recommend your Sarsaparilla as the best."—Medical Review.

Sold in ½, ¼, and Pint Bottles.

CAUTION.—Many spurious, worthless, and injurious preparations are offered to the Public ; see that both Bottle and Label have the Name and Address, also Trade Mark (W in a diamond).

QUINTESSENCE OF JAMAICA GINGER AND CAMOMILE WILKINSON'S preparation of Ginger and Camomile has long been deservedly known as an excellent domestic medicine. It is a most efficient Stomachic Tonic, and the best remedy for Flatulency and disorders arising from impaired digestion.

It is not affected by climate.

No European in India or Tropical Countries should be without it.

Sold in ½, ¼, and ⅛ Pint Bottles.

AROMATIC TINCTURE OF QUINOIDINE.

For the prevention of Fever, Ague, and effects of Malaria.

An unfailing remedy.

It may be mentioned that those who, during the campaign in the Crimea, daily took a small quantity, passed entirely unharmed through the raking fire of Fever and Dysentery that thinned the ranks around them.

Sold in Half and Quarter-pint Bottles.

Prepared only by Thos. Wilkinson, 270, Regent Street, London BOMBAY :

Wholesale and Retail Agents, Treacher & Co., Limited, Medical Hall, Byculla, and Fort, Poona.

And of all the principal Firms in India and the Colonies.

DR. J. COLLIS BROWNE'S CHLORODYNE IS THE ORIGINAL AND ONLY GENUINE.

THE Public are CAUTIONED against the unfounded statement, frequently made, "that the composition of CHLORODYNE is known to Chemists and the Medical Profession." The fact is, CHLORODYNE was Discovered and Invented by Dr. J. COLLIS BROWNE (ex Army Medical Staff), and so named by him, and it has baffled all attempts at analysis by the first Chemists of the day. The method and secret of the preparation have never been publi hed. It is obvious, therefore, that anything sold under the name, save Dr. J. COLLIS BROWNE'S CHLORODYNE, is a spurious imitation.

CAUTION.—Vice-Chancellor Sir W. P. Wood stated that Dr. COLLIS BROWNE was undoubtedly the Inventor of CHLORODYNE.

REMEDIAL USES AND ACTION.

This invaluable remedy produces quiet, refreshing sleep, relieves pain, calms the system, restores the deranged functions, and stimulates healthy action of the secretions of the body, without creating any of those unpleasant results attending the use of opium, Oil and young's nut, as well as at all hours and times when requisite. Thousands of persons testify to its marvellous good effect and wonderful cures, while medical men extol its virtues most extensively, using it in great quantities in the following diseases :—Cholera, Dysentery, Diarrhœa, Colics, Coughs, Asthma, Rheumatism, Neuralgia, Whooping Cough, Cramp, Hysteria, &c.

EXTRACTS FROM MEDICAL OPINIONS.

The Right Hon. Earl Russell communicated to the College of Physicians, as of J. T. Davenport, that he had received information to the effect that the ONLY remedy of any service in Cholera was CHLORODYNE.—See *Lancet*, Dec. 31, 1864.

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay :—"CHLORODYNE is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after 18 months' severe suffering, and when other remedies had failed."

Dr. Lowe, Medical Missionary in India, reports (Dec., 1865) that in nearly every case of Cholera in which Dr. J. COLLIS BROWNE'S CHLORODYNE was administered, the patient recovered.

Extract from *Medical Times*, Jan. 12, 1866.—"CHLORODYNE is present by scores of orthodox medical practitioners. Of course it would not thus be singularly popular did it not supply a want and fill a place."

CAUTION.—None genuine without the words "Dr. J. COLLIS BROWNE" on the Government stamp. Overwhelming medical testimony accompanies each bottle.

SOLE MANUFACTURER.—J. T. DAVENPORT, 33, GREAT RUSSELL ST., BLOOMSBURY, LONDON.

Sold in Bottles at 1s. 1½d., 2s. 9d., and 4s. 6d.

## HOUSES, &c., TO LET.

TO LET AT POONA.

SEVERAL COMMODIOUS BUNGALOWS, FURNISHED and UNFURNISHED, situated in the Civil Lines, either for the season or by the Year. For further particulars apply to Messrs. DAVID SASSOON & Co., Bombay, or to MR. PESTONJEE BOMANJEE, Garden Reach, Poona.

DAVID SASSOON & Co.

Bombay, 13th June 1873.

## NOTICES.

GRAND CONCERT
IN AID OF THE FUNDS OF THE
TOWN BAND.

A CONCERT will be given in the TOWN HALL on JULY 2nd. Further particulars will be given hereafter.

BOMBAY FIRE INSURANCE COMPANY (Limited).—The above Company is prepared to EFFECT INSURANCES on the most favourable terms current in Bombay, and in addition returns insurers 5 per cent. of the Premiums on Yearly Policies, and 2½ per cent. of the Premiums on Policies for Shorter Periods.

FORBES & Co.,
Secretaries and Managers.

ROYAL INSURANCE COMPANY.

REDUCTION OF RATES OF FIRE PREMIUMS.

The Undersigned are prepared to accept RISKS on PIECE GOODS, TWIST, METALS and other non-hazardous Goods in the European part of the Fort and Colaba, at rates showing a reduction in some cases of over 20 per cent. on those formerly charged

CAMPBELL, MITCHELL & Co.,
Agents Royal Insurance Company.

Bombay, 30th May 1873.

NORTH BRITISH and MERCANTILE INSURANCE COMPANY.—This Company was established in 1809, and incorporated by Royal Charter and Special Acts of Parliament, and has since been conducted with great success.

POLICY-HOLDERS have the advantage of a REDUCTION of PREMIUM to the HOME SCALE of RATES commencing from the date of leaving EGYPT for EUROPE, without MEDICAL CERTIFICATE OF FRESH EXAMINATION.

Applications for Forms and Tables of Rates are to be made to the Undersigned.

W. NICOL & Co., Agents.

Elphinstone Circle, Bombay, 9th June 1873.

BOMBAY OMNIBUS COMPANY, KHETWADY ROAD, No. 141.

CARRIAGES of all descriptions, with or without HORSES ; also SINGLE HORSES and PAIRS may be HIRED at a moderate charge. Agreement made by the month at reduced rates. Horses also under the supervision of a practical Farrier. Orders will be received at the Premises, Khetwady, by Mr. Burdett, Manager or at No. 12, Military Square, Fort.

FOR CHARGES SEE CARD CIRCULARS.

FOR SALE, one new and handsome, single—and-a-half BROUGHAM, two young AUSTRALIAN MARES, trained in double and single harness.

NOTICE is hereby given, that the PARTNERSHIP for some time past carried on by the Undersigned under the Firm of KING & Co., at Bombay and Liverpool, has THIS DAY been DISSOLVED by mutual consent.—Dated this 1st day of June 1873.

NANABHOY BYRAMJEE JEEJEEBHOY.
ROBERT WOOD BARKER.
BRYAN MEYRICK KING.
FRANK GEORGE JEFFERSON.

With reference to the above Notice, the Undersigned will continue to carry on the Firm of KING & Co. at Bombay under that name on his own account.

FRANK G. JEFFERSON.

Bombay, 2nd June 1873.

B. B. & C. I. RAILWAY.

ISSUE OF THIRD CLASS MONTHLY, QUARTERLY, AND RETURN TICKETS.

On and after July 1st, Third Class Monthly, Quarterly, and Return Tickets will be issued between all Stations situated between CHURCH GATE STREET and VERAUR.

J. R. DUXBURY,
Traffic Manager.

Fort, 21st June 1873.

GREAT INDIAN PENINSULA RAILWAY.

NOTICE.

*Revision of Rates for Periodical Tickets and Issue of Third Class Return and Periodical Tickets for Local Traffic, between Bombay and Callian, and between Bombay and Dandoree.*

On and after the 1st July next, Revised Rates will be charged for 1st and 2nd Class Monthly and Quarterly Periodical Tickets ; and from the same date 3rd Class Return and 3rd Class Monthly and Quarterly Periodical Tickets will be issued to and from Stations on this line from Bombay to Callian inclusive, and between this Company's Bombay and Byculla Stations and Dadur, Mahim, and Bandora.

The Fares for all Tickets between these places will be as shown on the Table of Rates exhibited at the Stations.

Periodical Tickets are issued only on application to the Undersigned, from whom also any further information can be obtained.

HENRY CONDER,
General Traffic Manager.

Boree Bunder Station, Bombay, 19th June 1873.

RIMMEL'S CHOICE PERFUMERY,
IHLANG-IHLANG, VANDA, HENNA, JOCKEY CLUB, FRANGIPANE, WHITE ROSE, VIOLET, TEA, COFFEE, and other sweet Perfumes.

RIMMEL'S LIME JUICE AND GLYCERINE, the best preparation for the HAIR. GLYCERINE and WINDSOR SOAP. VIOLET, RUGE, and other TOILET POWDERS.

RIMMEL'S far-famed TOILET VINEGAR. AQUADENTINE for the Teeth. PHOTOGRAPHE, to supersede Hair Dye. Fancy Crac ers.

EUGENE RIMMEL, Perfumer to H. R. H. the Princess of Wales, 96, Strand, 128, Regent Street, and 24, Cornhill, London.

Sold by all Perfumery Vendors throughout the world.

FRENCH MEDICINES,
PREPARED BY
GRIMAULT & CO.,
PHARMACEUTICAL CHEMISTS,
8, RUE VIVIENNE, PARIS.

OF all the MEDICINES offered to the PUBLIC for many years past, none have met with such favourable reception, or been so generally approved by the Medical Profession, as those prepared by Messrs. Grimault and Co.

The model laboratory of this firm, situated at Neuilly-sur-Seine, and managed by Dr. Lecoute, Professor in the faculty of Medicine, ex-Pharmacist of the Hospitals of Paris, and formerly Assistant Director of the Central Pharmacy, and Lecturer at the College of France, offer guarantees to be found in no other establishment.

Among these preparations we may especially mention —

LERAS'
LIQUID PHOSPHATE OF IRON.

It contains the constitutive elements of the bones and of the blood, and is the most r

## COMMERCIAL INTELLIGENCE.

### MONDAY, 23RD JUNE 1873.

EXCHANGE on London opened for this mail at nearly the same rates as those of last week.

Government Securities are firmly held at our quotations.

Bank Bills, 6 months' sight.....1s 11d. to 1s. 11¼d.
Credit Bills, do. .....1s. 11 3/16d.
Documents, do. .....1s. 11¼d. to 1s. 11 5/16d.
Bank Bills, 3 months' sight.....1s. 10 11/16.
Credit, do. .....1s. 10 27/32d. to 1s. 10 ¾d.
Documents, do. .....1s. 10 15/16d.
Bank Bills, demand .....1s. 10¾d. to 1s. 10 7/16d.

On Calcutta Bank Bills, 60 days' sight. 99⅛
Do. demand..... 100
On Madras, 30 days' sight ..... 99⅛ nominal.
Do. demand..... par.
On China House Bills, 60 days' sight, 231 to 231½.

### GOVERNMENT SECURITIES.

Five-and-a-half per cent. ... ... ... ... ...111 to 111¼
Four & half per cent. ... ... ... ... ...105¾ to 105¾
Four per cent. ... ... ... ... ... ...103½ to 15/16
Four & half per cent. (Public Works Loan) ...106
Five per cent. Debenture Loan, 1866-67 ... ...103½
15 years' Debenture Loans ... ... ... ...104½
10 years' do. do. ... ... ... ...105
5 years do. do. ... ... ... ...103
Six per cent. Municipal Loan House Rate ...112
Do. Do. Market Rate ... ...112
New French Loan 5 per cent, fully paid up of 1871 and 1872 ..... ...92
New French Loan instalment paper of 1872... ...94
Paris Municipal Loan (Debenture Rs. 117) per Bond ..... ...115.

Rates of discount at New Bank of Bombay—

Loans on Government Paper on demand ..... 4½ per cent.
Fixed Loans on do. to 3 months' ..... 5½ ,,
Do. do. over 3 do. ..... 6½ ,,
Do. on Merchandise ..... 7½ ,,
Cash Credit do. to 3 months' ..... 6½ ,,
Do. do. over 3 do. ..... 6½ ,,
Do. do. ..... 7½ ,,
Bank Bills ..... 6½ ,,
Mercantile Paper ..... 8½ ,,

### PRICES OF BULLION, &c.

Sovereigns, each ... ... ... ... ... ...Rs. 10-9-0
Carolus ... ... ... ... ... ... ... 220
Mexican Dollars ... ... ... ... ... ... 222
Five-Franc Pieces ... ... ... ... ... 224½
Bar Silver... ... ... ... ... ... ... 107½ to 107¾
Gold Leaf ... ... ... ... ... ... ... 16-11-6
Bar Gold 10 oz. English 100 touch ... ... 16-14
Australian Gold ... ... 100 touch ... ... 16-13

### FREIGHT REPORT.

MONDAY EVENING.

THE fine weather has caused more activity, and at £2-5-0 for Steamers and £1-17-6 for Sail a fair number of engagements have been concluded for the time of year.

London { Cotton ..... / Cases ..... / Seeds ..... } No ships.
Liverpool { Iron Ships Cotton ..... £1 17s. 6d. / Wooden Ships ,, ..... £1 17s. 6d. / Myrabollams ..... £1 10s. 0d. nominal. / Oomr bdls ..... £0 15s. 0d. nominal. / Seeds ..... £1 15s. 0d.
Havre ... { Cotton..... / Coffee ..... } £2 15s. 0d.
Overland Steamers—
Venice ..... £2 15s. 0d. nominal.
Trieste ..... £2 10s. 0d. to £2 15s. 0d. nom.
Liverpool ..... £2 10s. 0d. nominal.
Havre Cotton ..... £2 17s. 6d.
Liverpool via Suez Canal ... { Wheat ..... £2 7s. 6d. / Seeds ..... £2 7s. 6d. / Cotton ..... £2 5s. 0d.
China ... { Steamer Cotton ..... Rs. 20 to 25 per ton. / ,, Opium ..... Rs. 25 to 30 per chest. / Sailing Ships ..... Rs. 4 per bale nominal.
Calcutta ...Salt ..... Rs. 3½ per ton.
Calcutta to Bombay ..... Rs. 15 Port charges.
Mauritius ..... Nothing doing.

### BOMBAY BILL AND STOCK LIST.

MONDAY AFTERNOON.

DEMANDS for Spinning shares in general continue at increased rates. Bank of Bombay, 2nd Issue, and Colaba Land shares firm.

### BANKS.

| No. of Shares | Nomi. value ₹ sh. | Paid up. | Last divi-dend. | Names. | Cash Rates per Share. |
|---|---|---|---|---|---|
| | Rs. | Rs. | p. a. | | |
| 200,000 | 100 | all | 5 p.ct. | Agra Bank..... | 82 |
| 22,000 | 1,000 | all | 6 p.ct. | Bank of Bengal ..... | 1,420 |
| 10,000 | 500 | all | 5 p.ct. | Do of Bombay New ... | 262½ |
| 10,000 | 500 | 100 | 5 p.ct. | Do 2nd Res. Issue ..... | 277½ |
| 8,250 | 1,000 | all | 5 p.ct. | Do of Madras ..... | 1,120 |
| 10,000 | 250 | all | 8 p.ct. | Chartered Mercantile Bk of I. L. & China ... ... | 275 |
| 40,000 | 281¼ | all | 12 pct. | Hong. & Shanghai Bank | 410 nl. |
| 40,000 | 200 | all | Nil. | Chartered Bk. of I. & C. | 150 |
| 80,000 | 250 | 125 | 4 p.ct. | National Bank of India. | 113 |
| 10,000 | 250 | all | 12 do. | Oriental Bank ..... | 475 |

### SALES AND PURCHASES.

PIECE GOODS.

There has been no change in the state of the market and prices continue to rule in favour of buyers. The demand for the interior is very slow, and is confined only to 7 lbs. and 8¼ lbs. Shirtings, and 3 lbs. Madapollams, in which the bulk of the business consists. The following sales are reported to have been made by European firms yesterday :—

700 pieces Grey Shirtings 40 in. 29 yds. 7 lbs. at Rs. 4 12 6
2,500 ,, ,, Mildewed 40 ,, 39 ,, 5¼ ,, at ,, 3 7 6
1,000 ,, ,, 40 ,, 39 ,, 7 ,, at ,, 4 10 0
500 ,, ,, 40 ,, 39 ,, 6 ,, at ,, 4 3 0
1,200 ,, ,, Madapollams 32 ,, 24 ,, 3 ,, at ,, 2 2 3

COTTON.

The market closed quiet with a decline of about one rupee per candy. There was, however, a good demand in consequence of the reduction. The following are our closing quotations :—

Oomrawuttee .....at Rs. 201 to Rs. 203
Akote .....at ,, 206 to ,, 208
Broach M. G. .....at ,, 210 to ,, 220
Hingunghaut .....at ,, 225 to ,, 227
Dhollera & Bhow .....at ,, 202 to ,, 205
Sawgmeer .....at ,, 186 to ,, 188
Compta & Vingorla .....at 210 to ,, 211

The undermentioned purchases are reported to have been effected by European firms yesterday :—

25 candies Verawul .....at Rs. 185 to 187
50 ,, Bhownuggur .....at ,, 204
50 ,, ,, .....at ,, 205
25 ,, Wudwan .....at ,, 200
25 ,, ,, .....at ,, 200
150 ,, ,, .....at ,, 200
50 ,, ,, .....at ,, 202
50 ,, Oomrawuttee F. F. B. .....at ,, 203 to 206
50 ,, Khandeish .....at ,, 195
200 ,, Faizpore .....at ,, 200
50 ,, Broach M. G. .....at ,, 219
200 ,, Kirkee .....at ,, 210

YARNS.

The following sales have taken place yesterday :—

30,000 lbs. Mule No. 40's ... (to arrive) ...at 11 1/16 as. per lb.
15,000 ,, ,, 40's ... (to arrive) ...at 11½ ,,
3,000 ,, ,, 40's .....at 11 5/16 ,,
6,000 ,, ,, 40's .....at 11½ ,,
12,000 lbs. Water No. 30's .....at 11¼ ,,
3,300 ,, ,, 30's .....at 11¼ ,,
7,500 ,, ,, 30's .....at 11 5/16 ,,

### NEW BANK OF BOMBAY (LIMITED).

STATEMENT of the affairs of the New Bank of Bombay (Limited) as on the 21st June, compared with the statement issued on 14th June :—

| LIABILITIES. | 14th June. Rs. | 21st June. Rs. |
|---|---|---|
| Proprietors Capital :— | | |
| First Issue of 10,000 Shares of Rs. 500 each, fully paid .....Rs. 50,00,000 | | |
| Second Issue of do. of Rs. 100 do. ..... ,, 10,00,000 | | |
| | 60,00,000 | 60,00,000 |
| Reserve Fund, invested in Government Securities ..... | 10,75,000 | 10,75,000 |
| Government General Treasury Balance at Head Office ..... | 168,20,529 | 1,58,05,993 |
| Do. do. at Branches. | 55,63,558 | 69,24,894 |
| Other Deposits ..... | 153,84,789 | 1,49,79,218 |
| Post Bills ..... | 58,253 | 58,253 |
| Cash Credits, undrawn..... | 6,92,383 | 8,26,403 |
| Rs. | 455,94,521 | 4,47,69,763 |
| ASSETS. | | |
| Government Securities..... | 80,15,212 | 80,73,976 |
| Cash Credits, on Security of Government Paper, Bullion, and Merchandise ..... | 18,18,263 | 18,13,399 |
| Loans, on Security of do do. | 17,95,957 | 21,50,761 |
| Current Accounts, overdrawn ..... | 8,768 | 1,004 |
| Bills Discounted..... | 132,01,256 | 1,41,99,417 |
| Stamps ..... | 5,294 | 5,302 |
| Dead Stock .....Rs. 4,99,914 | | |
| Amount applied in reduction ,, 75,000 | 4,24,914 | 4,24,914 |
| Bullion ..... | 6,56,325 | 8,03,496 |
| Cash Balances with Correspondents ... | 7,01,030 | 6,87,718 |
| Cash and Currency Notes ..... | 130,66,502 | 1,66,05,685 |
| Rs. | 455,94,512 | 4,47,69,763 |

## SHIPPING.

### ARRIVAL.

| June. | Vessel. | Commander. | From. |
|---|---|---|---|
| 23 | India (s)..... | Henderson ... | Kurrachee, June 20. |

### DEPARTURES.

| June. | Vessel. | Commander. | Destination. |
|---|---|---|---|
| 23 | Alpine ..... | Lenders..... | Liverpool. |
| | Pocahontas ..... | Duncan ..... | Liverpool. |
| | Limerick Lass ..... | Yeaton ..... | Hongkong via Kurrachee. |

The following vessels were entered out for loading yesterday :—

Steamer Burmah, for Kurrachee.
Steamer India, for Persian Gulf via Kurrachee.

The following vessels obtained their port clearances yesterday :—

Ship British India, Sexton, for Calcutta.
Ship Garden Reach, Gilmore, for Calcutta.

### DAILY IMPORTS.—23RD JUNE.

FROM LIVERPOOL.

Doxford, 10 hogsheads beer, Cowasjee Manockjee and Son.

FROM LONDON.

Elgin, s, 20 cases claret, Cuthy, Palmer and Co; 1 hogshead wine, Sorabjee Coverjee Oomrigur.
Palermo, s, 188 boxes brandy, Nusserwanjee Aspundiarjee.

FROM GLASGOW.

City of Tanjore, 11 cases acid, Mahomedally Trabally.

FROM BORDEAUX.

Glancase, 50 cases brandy, Planque Vinay Co.

FROM GENOA.

Persia, s, 25 cases brandy, Merwanjee Nanabay; 567 boxes brandy, Nowrojee Ardaseer and son, 300 cases brandy, Muncherjee and Eduljee Bejenjee.

### DAILY EXPORTS.—23RD JUNE.

FOR LIVERPOOL.

Glee Maiden, 113 bales cotton, Ramchund Manockchund; 12 bales cotton, Nathoomull Goverdhundas; 117 bales rags, and 15 bales hemp, Jewraj Goculdass; 88 bales cotton, Khimjee Jeevraj.
Centurion 2,000 bundles coir yarn, Mahadewjee Dossa.
City of Dublin, 49 bales hemp, 36 bales rags, and 60 bales hemp ropes, Jewraz Goculdass; 50 bales cotton, W & A Graham and Co; 80 bales cotton, Campbell, Mitchell and Co.
Celia, s, 23 bales cotton, Canjeebhoy Lalljee and Co; 45 bales wool, Tarachund Dowrkadass; 35 bales wool, Savuldass Goomchuksing; 35½ bales wool, T Dhollachund; 22 bales hides, Rahdurbhoy Alladinbhoy; 55 bales wool Ramdass Nuthoo.
Elgin, s, 114 bales cotton, Bhimjee Shamjee and Co; 56 bales cotton, Hurrydass Gangjee; 28 bales cotton, Tribhundass Luckmondass; 52 bales cotton, Abdoola Moosany; 36 bales wool, Prejlee Luckmidass; 11 bales wool, Mowjee Doongersee; 33 bales cotton, Booth and Co; 100 bales cotton, E L King and Co.
Redewater, s, 100 bales cotton, Killick, Nixon and Co; 23 bales cotton, Greaves, Cotton and Co; 31 bales cotton, W and A Graham and Co; 5 bales wool, Damodar Heerjee; 80 bales cotton, Wallace and Co; 50 bales jute, Arait Damjee.
Sandringham, 1,400 pockets myrabollams, Lyon and Co.

FOR LONDON.

Nubia, s, 15 bales hides, Abdool Russool Abadin; 4 cases mother of pearl shells, R Goolam Ally; 54 packages cassoomba, Thackersey Gangaram; 2 bales hides, Mamoobhoy Ameeroodeen; 12 cases fishmaws, Rehemoobhoy Mahomed.

FOR HAVRE.

Nubia, s, 44 bales cotton, Ramchund Amoolruck; 220 bales cotton, George Luckhurst and Co.

FOR FALMOUTH.

Rapide, 400 bales cotton, Knoop and Co.

FOR CADIZ.

Blair Athol, 150 bales cotton, Volkart Brother.

FOR TRIESTE.

Persia, s, 72 bales cotton, Kunckler, Preiswerck and Co.

FOR GENOA.

Persia, s, 200 bales cotton, Jules Siegfried and Co; 8 bags ground nuts, Bell, Brandegburg and Co.

FOR SUEZ.

Nubia, s, 4 packages cardamoms and 25 chests cassia, Hajee Adum Esmail and Co.

### WEATHER REPORTS.

CANNANORE, 22nd June, 12-15 P.M.—Weather rainy, wind north, thermometer 78, rainfall 40 cents.
CARWAR, 23rd June, 7-30 P.M.—Weather fair, wind westerly, thermometer 83, barometer 29·90.
MANGALORE, 23rd June, 10-0 A.M.—Weather rainy, wind east south north, thermometer 85, barometer 29·78, rainfall 7 cents.
TUTICORIN, 23rd June, 5 P.M.— Weather fine, wind strong westerly, thermometer 93, barometer 29-75.
VIZAGUPATAM, 23rd June, 5-42 P.M.—Weather clear, wind westerly moderate, thermometer 91, rainfall 10 cents.

### COLABA OBSERVATORY.

Results of Meteriological Observations made at the Government Observatory, Colaba, Latitude 18 deg. 53m. 45s. N., Longitude 4h. 51m., 12·3 East. Height of Barometer above the Sea 37 feet.

| June. | Means of Observations taken at 6 A.M., 10 A.M., 2 P.M., 4 P.M., and 10 P.M. | | | | | | Extent of cloudy Sky the whole of the preceding day. | Maximum temperature of Air read at 9½ A.M. on following day. | Minimum temperature of Air read at 9½ A.M. | Wind. | | Rain Gauge 4¼ feet above the Ground. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Barometer corrected to 32 deg. Fah. | Temperature of the Air. | Wet-bulb Thermometer. | Dew Point. | Relative Humidity of Air. | | | | | General Direction. | Movement in 24 hours. | |
| | In. | O | O | O | | | O | O | O | | Mls | In. |
| 16 | 29·654 | 84·2 | 79·4 | 77·8 | ·813 | 5·2 | 87·3 | 80·9 | WSW, W. | SSW, | 433 | 0·11 |
| 17 | ·686 | 83·6 | 79·9 | 78·7 | ·855 | 6·6 | 87·1 | 78·6 | WSW, W, | SSW, WSW, | 428 | 0·97 |
| 18 | ·701 | 85·0 | 79·2 | 77·4 | ·782 | 4·0 | 88·0 | 81·4 | W, W. | WSW, WSW, | 382 | 0·00 |
| 19 | ·714 | 84·9 | 79·0 | 76·9 | ·772 | 4·4 | 88·2 | 81·8 | WSW, | W, WSW, | 434 | 0·00 |
| 20 | ·725 | 84·7 | 78·8 | 76·7 | ·773 | 5·0 | 87·4 | 81·3 | WSW, | SW. | 426 | 0·00 |
| 21 | ·707 | 84·9 | 79·0 | 77·0 | ·773 | 4·6 | 87·8 | 81·4 | WSW, | SW. | 405 | 0·06 |
| 22 | ·681 | 85·0 | 78·7 | 76·6 | ·760 | 3·8 | 88·4 | 81·5 | SW, | SSW, SW. | 405 | 0·00 |

Fall of Rain during the Week ..... 1·14
Registered between 1st January and 15th June ..... 13·51
Total Fall of Rain between 1st January and 22nd June..... 1465

## MILITARY.

ARRIVALS.—JUNE 20.

Gosselin, Lieutenant, Madras, 76th Regiment, on leave, to Secunderbad.
Gilbert, Captain, 49th Regiment, on leave.

DEPARTURES.—JUNE 21.

Davidson, Major, Bombay, 19th Regiment N. I., on leave, to Koonoor.

### BOMBAY ARMY ORDERS.

By HIS EXCELLENCY THE COMMANDER-IN-CHIEF.
Adjutant General's Office, Head Quarters,
Poona, 21st June, 1873.

Under instructions from the Horse Guards, War Office, it is intimated that Major McC Campbell No 1 Baty 13th Brig, has been promoted Lt Col into the 6th Brig R A, vice Sinclair, deceased.

The undermentioned officers returned to duty by permission of the Secy of State for India, on the dates specified :—

Lt Col C J Merriman, Royal Engrs, Supg Engr, for Irrigation in Sind, 11th June 1873.

Capt L Russell, S C, 3rd Political Asst, Kattywar, 11th June 1873.

Capt A H Davis, Cadre 2nd European Regt, 11th June 1873.
Lt and Bt Capt C C Y Butler, S C, 4th May 1873.

The undermentioned are reported to have passed the required examination in Hindustani by the lower standard test :—

Capt T Murphy and Lt W Roberts, 66th Foot.
No 2511 Serj W Noonan.
No 1404 Private Joseph Warren, 108th Foot.
Staff Asst Surg J N Stock, British Medl Department.

The following order is confirmed :—

Mhow Div order, dated 9th June 1873, appointing Capt Young 16th N I, Station Staff, Officer at Indore, from the 12th idem, vice Lt Smith.

The undermentioned officers have leave of absence :—

49th Foot.—Capt E F Gilbert, from 1st April to 15th July 1873, on private affairs.
108th Foot—Lt A C Spencer from 25th June to 15th July 1873, to Bombay, to appear before the Civil and Military Examination Committee.

### POONA DIVISION ORDERS.

By Maj.-General J. T. GRANT, C.B.,
Commanding Poona Division of the Army.
Poona, 20th June, 1873.

Lt A C Spencer, 66th Lt Inf, has obtained leave of absence from the 25th June to 15th July 1873, in anticipation of sanction from Army Head Quarters, for the purpose of proceeding to Bombay to study Hindoostanee, with the view of appearing before the Civil and Military Examination Committee on the 10th proximo.

### PUNJAB ORDERS.

(*Punjab Gazette*, June 19.)

FOREIGN DEPARTMENT.

With the sanction of H E the Viceroy and Govr-Genl in Council, the services of Asst Surg C W Calthrop, M D, are placed at the disposal of H H the Maharaja of Pátiala.

Surg-Major A C C DeRenzy, Sanitary Commr, Punjab, has obtained sick leave till 1st Octr 1873, with effect from such date as he may avail himself of the same.

Surg J Fairweather, Civil Surg, Gurdaspore, is appointed to officiate as Sanitary Commr, Punjab, during the absence on leave of Dr DeRenzy.

M C E Hawkins, Asst Commr, is appointed a member of the Municipal Committee of Jhelam.

Capt P L N Cavagnari, Offg Dy Commr, Kohat, has obtained one month's leave of absence on medical certificate, with effect from such date as he may avail himself of the same. Mr R Udny, Asst Commr, will carry on the current duties of Dy Commr, Kohat, during the absence on leave of Captain Cavagnari.

Mr T G Walker, Asst Commr, Gujranwala, has obtained privilege leave of absence for thirty days, with effect from the 20th Oct next, or such subsequent date as he may avail himself of it.

Mr A Brandreth, Commr and Supt of the Lahore Divn, has obtained privilege leave of absence for forty-four days, with effect from such date as he may avail himself of it.

Lt-Col R Young, Dy Commr of Delhi, is appointed to officiate as Commr and Supt of the Lahore Diva during the absence on privilege leave of Mr Brandreth.

Major J S Tighe, Dy Commr in the Punjab, is, on his return from furlough to Europe, appointed to the Delhi Dist during the absence on deputation of Lt-Col Young.

G O No 1958, dated 15th May 1873, appointing Major Tighe to be Financial Comr, is hereby cancelled.

Capt M Ramsay, Offg Cant Mag of Mecan Meer, has obtained privilege leave of absence for fifty-two days, with effect from the 28th July 1873.

Capt H R Le M Carey, Asst Engr, 2nd Div, Bari Doab Canal, is a pointed to officiate as Cant Mag of Mecan Meer during the absence of Capt Ramsay, in addition to his other duties.

Capt T J C Plowden, Asst Commr, Hazara, has obtained privilege leave of absence f r sixty days, with effect from such date as he may avail himself of the same.

Baron J Bentinck, Extra Asst Commr, Umritsar, has obtained privilege l ave of absence for seventy three days, with effect from the 13th Sept 1873, or such subsequent date as he may avail himself of the same.

Mr J P Warburton, Offg Dist Supt of Police Loodiana, has been granted ninety-two days' privilege leave from 15th July, or such sub-equent date as he may avail himself of it.

Mr J McAndrew, Dist Supt of Police, is transferred from Ferozepore to the Umritsar District.

### NORTH-WESTERN PROVINCES ORDERS.

(*Government Gazette, N. W. Provinces*, June 21.)

Mr G E Knox, As t Mag and Collr, Allahabad, has been granted 1 month's privilege leave, with effect from the 5th July next.

Mr J White, Asst Mag and Collr, Futtehpore, has been granted three months' privilege leave, with effect from the 1st July 1873.

Mr R Sunaton, Assistant Settlement Officer, Allygurh, has been granted six months' leave to Europe on medical certificate, with effect from the date on which he availed himself of the same.

Mr H Harris, Head-master of the Agra Normal School, has been granted furlough to Europe for one year, which effect from the 13th July, 1873.

Dr J Kelly, Civil Surgo n, Bareee, the usu l subsidiary leave, with effect from the date of departure, together with 12 months' leave on medical certificate, subject to his passing the Medical Board at Calcutta.

His Honor the Lt-Govr has been pleased to make the following posting :—

Mr A W Cruickshank, Asst Mag and Collr, Cawnpore, to the Futtehpore Dist, as a temporary arrrngement, with effect from the 1st July, 1873.

His Honour the Lt-Govr has been pleased to make the following promotions :—

From 1st May, 1873, the date on which Mr R Wall received charge of the office of Mag and Collr, Jounpore—

Mr C Donovan, Offg Joint Mag and Dy Collr, 2nd grade, to officiate as Joint Mag and Dy Collr of the 1st grade ;

Mr W E Kinsey, Asst Mag and Collr, to officiate as Joint Mag and Dy Collr of the 2nd grade.

From 2nd May, 1873, the date on which Mr D M Gardner received charge of the office of Mag and Collr, Azimgurh—

Mr J H Twigg, Offg Joint Mag and Depy Collr, 2nd grade, to officiate as Joint Mag and Depy Collr, 1st grade ;

Mr H B Finlay, Asst Mag and Collr, to officiate as Joint Mag and Dy Collr, 2nd grade.

From 10th May, 1873, the date on which Mr. W T Church availed himself of privilege leave—

Mr R S Aikman, Asst Mag and Collr, to officiate as Joint Mag and Dy Collr of the 2nd grade.

PUBLIC WORKS DEPARTMENT.

Lt R M Hyslop, R E, Asst Engr, 1st grade, and Asst to Supg Engr, I Circle, Provincial Works, is transferred to the Meerut Subdivision of the Meerut Provincial Division.

Lt R Pulford, R E, Asst Engr, 2nd grade, Kumaon, Provincial Div. is transferred to the Moradabad Subdivision of the Rohilkhund Provincial Division.

Lt R E Pulford, R E, Asst Engr, 2nd grade, Dist Engr, of the Moradabad Subdivision, Rohilkhund Provincial Div, is promoted to the 1st grade, with effect from the date he reported his arrival at Nynee Tal.

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THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers :—

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### *TO RESIDENTS OF POONA.*

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at Messrs. THEACHER & Co.'s, or MESSRS. D. S. KEMP & Co.'s, POONA, price, 4 annas. Also, on Tuesday the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

## DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

### BOMBAY.

MARRIAGE.

ASHBURNER—HAGGARD—June 14th, at the Cantonment Church, Kirkee, by the Rev. G. A. F. Watson, M.A., Lionel Robert Ashburner, Esq., C. S. I., Bombay Civil Service, to Emily Caroline, eldest daughter of Colonel Haggard, Royal Artillery.

### OTHER PRESIDENCIES.

BIRTHS.

BELL—June 20th, at 33, Theatre Road, the wife of H. Bell, Esq., B.C.S., of a daughter.
DUNCAN—June 20th, at No. 11, Harrington Street, the wife William Duncan, of a daughter.

DEATHS.

COTTON—June 17th, at Simla, Mr. W. Cotton, aged 35 years.
MUNRO—June 18th, at Calcutta, Mr. George Munro, late Sub-Engineer, D. P. W., Adelaide.

*The Daily "BOMBAY GAZETTE," and the "BOMBAY GAZETTE OVERLAND SUMMARY," are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."


# The Bombay Gazette.

TUESDAY, JUNE 24, 1873.


WHILE the parliamentary Committee appointed to consider Mr. Plimsoll's Bill is sitting, the question of providing a satisfactory agency, for ensuring that no vessel sailing out of the United Kingdom shall be allowed to go to sea in an unseaworthy condition, is engaging the attention of shipowners and underwriters. It seems at first to have been in contemplation to place the whole of the vessels that are not at present under inspection at Lloyd's and elsewhere under the Board of Trade, and to allow the Board to provide itself with an efficient staff of Surveyors. But as this plan of proceeding was enquired into it was found that a very heavy expenditure would be incurred without securing any corresponding advantages. For instance, the surveying staff of the Board of Trade would be somewhat more numerous than that under Lloyd's, and the only duty that the Board of Trade Surveyors would be called upon to perform would be to ascertain the seaworthiness of the vessels and decide their load line. It is found that much extra and important duties devolve upon the Surveyors employed in underwriters' Registration offices which could not be done by the Board of Trade Surveyors; such as the classing of ships, and in case of damage occurring from grounding where the ship returns to port with or without her cargo, of deciding not only the extent of the damage, but how it occurred. To the shipping interest it is an all-important matter to ascertain the class of every vessel, and it is for this that the best ships are placed under inspection at Lloyd's. If the Board of Trade undertook the entire service of examining all the unregistered vessels, while the surveying fees would be as high, if not higher, than they are at Lloyd's, the vessels could not be classed and their value could not be known. The Government register would convey no assurance of the capacity of the vessel for any particular trade, or any particular class of cargo. One of the effects likely to be produced by making the Board of Trade responsible for the seaworthiness of all vessels not under inspection, would be to drive them to Lloyd's—we say to Lloyd's, because, practically, this great association is fast absorbing all similar ones. Rather than that the Board of Trade should fail in the extra duties with which it has been proposed to be invested, the question of transferring the whole work to Lloyd's has been mooted, and, as far as we have been able to judge, has been favourably received by shipowners in several places in England. But the question turns upon whether it would be better for Government to take over Lloyd's business, or invest Lloyd's with a quasi-Government power. In the latter case, it is anticipated that every ship would soon be classed, and those that have hitherto refused to be classed would, by losing their commercial value, be compelled to do as others have been doing.

The question has only a partial interest for the India trade, and we do not care to go more fully into it. The objections to Government interference, in the way first contemplated by Mr. Plimsoll, seem to be very great, as there is so much to be considered in addition to the mere seaworthiness of vessels and their load line. Even in deciding these points it is pretty certain that Government agency would not be so desirable as a commercial association such as Lloyd's. In these days of doing everything by joint-stock associations, we wonder whether companies with rival claims to Lloyd's will not be established at the great ports, even while the Commission is considering how the law may best be improved for the prevention of people going to sea in iron coffins?

COLONEL NASSAU LEES has addressed a letter to the *Times* advocating the issue of a Commission for the examination of natives in India on the subject of Indian Finance, and pointing out that the only men likely to go to England are the Anglicised natives and secretaries to the Associations, who are just the men who are not wanted. The *Pall Mall Gazette* has an admirable answer on the letter, which has set forth our own view of the matter so fully that we have scarcely anything to say which will not sound like a plagiarism. As the *Times of India* has however attempted some sort of a reply, we think it as well to draw the attention of our readers to the letter and the article, both of which our contemporary has republished.

The *Pall Mall Gazette* asserts, what we believe to be true, that "probably no class of "people in India, hardly even the English "themselves, have less in common with the "mass of the population than the English-"speaking natives of the Presidency towns." The organ of the English-speaking natives retorts that, if the effect of English education is to narrow the Hindoo's power of observation and make him "more likely to blunder in trac-"ing from administrative cause to financial effect," the best thing that can be done is to shut up the Colleges and cease this enervating course of instruction. Now we do not think our contemporary has shown that education helps to connect cause and effect by his article. The reason that the English-speaking native is not a satisfactory witness is, *not* that he has learned English, but that his tastes, and, as a rule, his profession, leads him to live in large towns among Englishmen and natives of his own social standing, and not in the interior or among natives of a lower rank and different class from himself. We have no doubt that if one of the best among our native barristers or pleaders were to live up-country for a year, mixing during that time with his countrymen of all classes, his evidence would be most valuable, and that his education would assist him to arrive at correct conclusions. But, as a rule, the natives who are members of these associations, and who form the class alluded to by Colonel Nassau Lees, have no personal experience to fall back on. Their India is limited to the society among which they move in the Presidency towns, and we know, as Colonel Lees says, from the native press what their grievances are and how they regard our administration. No one would refer to the barristers or the academic bodies of a European country if it was required to ascertain the pressure of taxation upon (and the sentiments of) the people of the rural districts, and it should be remembered that every district in India is a rural district. The few educated natives who have had much experience of the interior are Government servants, and could they once divest themselves of the idea that their evidence would have no effect on their future career, we believe that no better witnesses could be sent than some of the more intelligent among the Mamlutdars of the Presidency. A commission in India was virtually issued when Lord Northbrook sent his circular for the opinions of district officers who should be able to ascertain the feelings of the people among whom their duties lie, or who have at any rate great opportunities for making themselves acquainted with them. Were any commission from England appointed its labour would be endless: the difficulty of obtaining witnesses not connected with Government and who had the necessary experience would be so great. Very few individuals could do more than relate their own particular grievances, and it would be more difficult to find any one with an intelligent opinion to offer as to the general policy of Government, than it would for the cynic to find the honest man he sought for. But the political considerations against any such commission are, as the *Pall Mall* points out, overwhelming. It would amount in the eyes of the natives to a supersession of the Indian Government.

We must protest against Colonel Nassau Lees' definition of the enquiry as a trial of the case of "Natives *v.* Government of India." It may be necessary, and we think it is, to make some enquiry into the expenditure of the Government, uncontrolled as it is by public opinion; and were certain individuals who have at different times been members of the Government made to answer for their stewardship, it would perhaps be a useful warning to future administrators; but it is absurd to assume that the Government of India, as such, is in any way on its trial, and impolitic to weaken the Government by leading natives to suppose that a few gentlemen sitting in Committee at Westminster have power to pronounce sentence on it. As Mr. Mill wrote years ago, the best assistance the English Parliament can give to India is to send out capable men to govern her and leave them unfettered when they got here. The most of our financial mistakes have either been those of individual statesmen or the result of the blind expression of public opinion in England. Sir Bartle Frere and Sir Seymour Fitzgerald by direct personal blundering, and, in the latter case, reprehensible indifference to Indian interests, are responsible for much of the extravagant expenditure in Bombay, and it was principally owing to the outcry from home that palatial barracks were hurried on and the country launched into an extravagant public works expenditure without its being taken into consideration that this would work one of two things,—chronic deficit or increased taxation. The English Government have now done the best they can for India in sending out a Viceroy whom, we believe, in spite of his mistake in abolishing the income-tax instead of cheapening justice, to be a competent financier. We must positively decline to notice Colonel Nassau Lees' ridiculous suggestion that the Government of India will be guilty of refusing to send any witnesses to England except such as will give evidence in its favour, beyond comparing it with a suggestion made to us by a native of India who had lost a suit in Westminster Hall, that probably the Chief Justice had been bribed by the other party.

AMONG the telegrams which Reuter sent to us on Sunday, our readers could not fail to notice a peculiar one in which two unsympathetic facts were mentioned in curious juxtaposition. First we were told that there are symptoms of a religious revival in France, and following this announcement, as if there was a connection between the statements, came the information that a deputation of the Assembly and the military had refused to be present at the burial of a deputy. France is a peculiar country, and her inhabitants are known to be more volatile than any other nation in Europe. We have been accustomed to hear of the strangest freaks being performed by them, and she has been regarded as the victim of *esprit*, which may be said to be an æsthetic composition in which there is much flashy brilliance but very little of the steady flame of reason and good sense. But these freaks have been hitherto chiefly confined to the department of fashions and political revolutions, and one may therefore be justified in hearing with surprise that "there are signs of a religious revival in France." A more beneficial circumstance could scarcely occur to France just now. Doubtless she is still thirsting for vengeance upon the Germans who despoiled her of her property and glory, and she must be boiling over with an enthusiasm which might prove disastrous to her if no harmless outlet were found or created for it. Such an outlet seems to us to be admirably supplied by a religious revival, and if the heart and conscience of France be awakened, and she spends her surplus energy in the throes of the awakening, she cannot fail to be profoundly benefitted. In the presence of Reuter's scanty information there is plenty of room for speculation as to the nature of the new religious revival. Of course, it can scarcely be a semi-religious crusade such as was borne on to victory by the enthusiasm of La Pucelle, for the reason that France is yet too crippled to go far, even when filled with inspiration, without the stilts which Germany has compelled her to use. Neither is it likely to be a demonstration in favour of Jesuitism and Ultramontanism simply because Bismarck has gripped these gasping powers with his mailed hand and shaken them until they have been scarcely left with life enough to enable them to exist in Germany. It may well, however, be a religious revival of a more potent and valuable description. It may be a reaction against the infidelity of the Commune. Among European nations the Commune and its sentiments have lately been like a brand on the brow of France, and by them Paris has become signalised in a most unenviable manner. She was not merely the political capital, but she had come to be recognised as the place wherein open blasphemous infidelity and its less gross but not less obnoxious kindred, atheism, rationalism, and even pantheism gloried in the possession of headquarters. The spirit which is the essence of Parisian Communism had much to do with the arrogant declaration of war by France, and there are many people who believe that France has been punished for her lack of true religious feeling and the encouragement which she has been giving to the corrupt principles of the Commune. We shall be glad if the religious revival which is now spoken of prove to be the beginning of the end of what may be called the Moral Reign of Terror in France.

and passes through a most picturesque and mountainous country: indeed I think this portion of the road the nearest approach to continental scenery that I have seen in India. At one place, about five miles from Nagotna, the "Pass" between two mountains is beautiful and imposing. The rocks stand up boldly and are scarped from the summit to the base, while the road is almost a covered way from the converging of the branches of the trees from each side of the road. Nagotna is a dirty, hot village, with nothing to recommend it but its bunder. The travellers' bungalow is badly situated and is hot. The boatmen demanded Rs. 40 for a boat to convey the horses to Bombay, but afterwards came down to Rs. 11. As there was no convenience for shipping horses I sent them on to Dhurrumtur. We proceeded by boat to that place. The scenery down the river was of so poor and flat a kind, after what we had recently gazed upon, that I do not think remark necessary. The river is narrow but tidal, and widens as it approaches Dhurrumtur. Many native boats ply between this latter place and Nagotna, and convey passengers at two annas per head, which is certainly a cheap rate, as the distance is 15 miles. The steamer charge across to Bombay is Rs. 3 per head 1st class and as. 8 for 2nd class passengers. This was the old route to Mahableshwur, and no doubt it is the one which pays a sight-seer the best. But it would be impossible in the monsoon for families to use it. Formerly, when the road was in use, palanquins, tattoos, and carts were procurable: now nothing but country hackeries are obtainable, and even these cannot be got without great difficulty. Bombay people wanting a holiday or a change of air would do well to recollect that upon the road we have described they can enjoy fine scenery and shooting, and that milk, eggs, and fowl are procurable.

## WUDWAN.

(FROM A CORRESPONDENT.)

ANOTHER hot season may be said to have passed away, for although the days are still unpleasantly warm in this part of the world, the rain that has fallen generally throughout the districts has subdued the fierce heat from which we have been until recently suffering, and has made the nights and early mornings cool and enjoyable. The relief felt is great, for in many places the thermometer towards the close of May denoted 118° to 120° in the shade, and old residents agree in describing the late hot weather as the hottest they have ever experienced.

Trade at the seaport towns of Dhollera and Bhownugger is of course closed for the monsoon, and such cotton as is still going forward finds its way down to Bombay by rail from Wudwan, bales having been despatched by this route as far as from Bhownuggur. Cotton exports from Dhollera appear to have fallen off somewhat during the past season, owing, it is believed, to a considerable portion of the cargo having been held back, in the hope of higher prices after the monsoon. The adulteration so general in Dhollera cotton last year has been completely suppressed by the indefatigable exertions of Messrs Nanabhai and Carrol, the sub-inspectors under the Cotton Frauds Act for Dhollera and the neighbouring district respectively. Both they and Mr. Turner, lately their immediate superior, deserve the greatest credit for the praiseworthy and energetic manner in which they have performed their duties and cleansed a market which last season could only be compared to an Augean stable. In the interests of all honest shippers it is sincerely to be hoped that His Excellency the Governor will never give his consent to the repealing of an Act the advantages of which to the respectable trader cannot be over-estimated.

From Dhollera, a visitor to the cotton districts cannot do better than proceed via Dhundooka and Limree to Wudwan, where he strikes the rail. At Dhundooka there is a ginning factory, the property of a joint-stock company, and a traveller's bungalow: the regulations regarding the latter are somewhat peculiar, the peon having instructions to take no fee from Government servants. Why the latter should not here as elsewhere pay for the shelter that the bungalow affords the same as any other travellers it is difficult to understand. The exaction of the fee would be a move in the right direction, for the authorities in charge of the building might thus collect sufficient funds for the purchase of a little furniture, of which at present the bungalow is utterly destitute, and would further be perhaps in a position to raise the salary of the bungalow peon, whose munificent stipend of Rs. 3 per measem must be calculated to defy the severest domestic economy.

At Limree there is a very neat ginning factory belonging to a well known Bombay firm, but no bungalow for the accommodation of travellers that may be passing through: this want is not however felt at Wudwan, where there is not only a good bungalow, but also a railway refreshment room. Wudwan promises to be a rising place; more cotton is going forward by rail than last year, a very powerful full press has been put up, and there is a probability of a cotton market being shortly opened in camp. The success however of this latter scheme seems somewhat problematical, for so long as cotton buyers continue to purchase heavily at full rates in the surrounding villages, there is not very much temptation to the cultivators to drive their carts into open market.

Wudwan is likely shortly to lose Captain Nutt, the Political officer at present in charge, and rumour has it that he will be succeeded by Captain Russell. Captain Nutt is young in the Political service, but shows some promise, and his genial, sociable, and unassuming manners, and the marked courtesy with which he treats everybody about him, have caused him to be respected and beloved alike by Europeans and natives, and Wudwan will mourn his loss.

## THE G. I. P. RAILWAY CARTING AGENCY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—The term of the contract for the Carting Agency of the G. I. P. Railway expires at the end of this month. May I enquire why the Agent has not as yet advertised inviting tenders for the contract? It is a large business, and ought to be put to public competition, so that the Company may benefit by such a step.

CHECK.

23rd June.

## THE NEW PORT TRUST.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—I do hope, in the interests of this port, that the names given by you and your contemporary, as constituting the New Port Trust, will turn out incorrect. Messrs. W. G. Hall and Kessowjee Naik are simply one and the same, and the same may be said of Captain Henry and Mr. Narrayen, who is dubash to the P. and O., thus reducing the commercial interest by two votes.

I am not competent to say if the native merchants are either weil or sufficiently represented by a muccadum and a dubash, but I should scarcely think so.

W. G.

## NUISANCE IN THE TRINITY CHAPEL STREET.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—May I bring to your notice the fact that for the last four days the residents of the Trinity Chapel or New Sonapore Street have been subjected to a nuisance, the virulence of which cannot be too strongly deprecated. It arises from the mouth of the drain being blocked up somehow or other,—thus emitting the most nauseous stink. If immediate steps be not taken, I am sure you will soon hear of cholera cases in that locality. On the matter being brought to the notice of the Municipality, some men were ordered to work on Saturday; but I do not see any improvement, as last night the effluvia was simply sickening. For the sake of humanity I appeal to the Municipal Commissioner to order the immediate abatement of the nuisance by opening up the mouth of the drain and letting into the sea the accumulated filth.

D. D.

23rd June.

MARAVILLA COCOA.—TAYLOR BROTHERS (the largest Manufacturers of Cocoa in Europe), having the exclusive supply of this unrivalled Cocoa, invite comparison with any other Cocoa for Purity—fine Aroma—Sanative, Nutritive and Sustaining Power—Easiness of Digestion—and especially, high delicious flavour. One trial will establish it as a favourite Beverage for breakfast, luncheon, and a Soothing Refreshment after a late evening. N.B. Caution—"MARAVILLA" is a registered Trade Mark.

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HOMŒOPATHIC COCOA.—This original preparation, which has attained such a world-wide reputation, is manufactured by TAYLOR BROTHERS, under the ablest homœopathic advice, aided by the skill and experience of the inventors, and will be found to combine in an eminent degree the purity, fine aroma and nutritious property of the fresh nut.

SOLUBLE CHOCOLATE, made in one minute without boiling. The above articles are prepared exclusively by TAYLOR BROTHERS, the largest manufacturers in Europe, and sold in tin-lined packets only by Storekeepers and others all over the world. Steam Mills, Brick Lane, London. Export Chicory Mills, Bruges, Belgium.

## BOMBAY.

POONA GYMKHANA.—The opening day of races and sports has been fixed for Saturday.

CENSUS AT SURAT.—The population of Vaishnawas of the city of Surat is estimated at 13,862 persons.

RAIN AT AHMEDABAD.—During Friday and Saturday week last there was a good fall of rain at Ahmedabad.

FIRE AT SURAT.—On the 16th inst. a fire broke out at Surat, by which three houses and a buffaloe were destroyed.

ARREST OF BHEELS.—A number of Bheels have been arrested for looting the people going to the fair at Bhoodhan.

LOCUSTS AT WAGHUR AND UMJUR.—During last week a flight of locusts appeared at Waghur and Unjur. No damage was done to the crops.

MURDER OF A BRAHMIN NEAR BORSUD.—Two Hindoos were sentenced the other day to be hanged for the murder of a Brahmin near Borsud.

EUROPEAN VAGRANTS.—Yesterday there were thirty-nine European vagrants in the Government Workhouse attached to the House of Correction.

RUSTOMJEE JAMSETJEE TESTIMONIAL FUND.—Nearly Rs. 27,000 have been subscribed to the testimonial fund of the late Mr. Rustomjee Jamsetjee Jejeebhoy.

ACCIDENT.—A Hindoo woman named Settia was seriously injured on Sunday while passing a cart in a narrow gully on the Musjid Bunder Road. She was soon conveyed to the Jamsetjee Hospital.

THEFT.—At the Fort Police Court yesterday, before Mr. Dossabhoy Framjee, one Jairam Dewjee was sentenced to receive twelve stripes for stealing a piece of brass belonging to Mr. R. Brown.

ATTEMPT TO COMMIT MURDER.—A man named Becharia was sentenced the other day by the Sessions Court at Ahmedabad to ten years' transportation, for having attempted to murder a native.

KNOCKED DOWN BY A HORSE.—A native woman by name Ameena was on Sunday knocked down by a restive horse at New Bengalpoora. She was much hurt and was conveyed to the Jamsetjee Hospital.

POLICE AND MUNICIPAL FINES.—During last month nearly Rs. 5,000 were recovered on account of fines inflicted by the several Magistrates of Police under the Police and the Municipal Acts of the City of Bombay.

THE AUSTRIAN LLOYD'S COMPANY'S S.S. ARETUSA, from Trieste and Jeddah, left Aden for Bombay on the evening of Saturday, the 21st instant, and the same Company's s.s. Juno, from Bombay, left Aden for Trieste on Friday, the 20th instant.

A NOTED THIEF.—A Hindoo named Kisson Hunsaram, who has been several times in jail before, was yesterday sentenced by Mr. Dossabhoy Framjee to three months' rigorous imprisonment for stealing six annas in cash belonging to one Louis Cadore.

COMMITTED TO THE COURT OF PETTY SESSIONS.—On Saturday Mr. Dossabhoy Framjee committed one Jadhowjee Mooljee for trial before the Court of Petty Sessions on a charge of being found in possession of a greater quantity of opium than one quarter of a Surat seer.

THE HOUSE OF CORRECTION.—There were 325 prisoners in the House of Correction yesterday. Of these, 138 were under sentences from the High Court, 151 from the Magistrates of Police, and 36 from Military Courts Martial. 233 of these were natives, and the remaining 92 were Europeans.

ASSAULTING A WIFE.—A Parsee woman named Buchoobaee yesterday appeared at the Fort Police Court before Mr. Connon to prosecute her husband, Shapoorjee Jamsetjee, whom she charged with assaulting her. The Magistrate on the evidence adjudged the defendant guilty and fined him Rs. 15.

FATAL CARRIAGE ACCIDENT.—On Sunday evening a Hindoo girl, aged about six years, was knocked down and run over by a shigram on the Duncan Road, and killed on the spot. An inquest was held on the body at the Morgue yesterday morning, when a verdict of accidental death was returned by the jury.

FALL FROM A HEIGHT.—A Hindoo labourer named Gunnoo Bhawoo, whilst removing the temporary woodwork at the gateways of the Victoria Gardens, erected for the purposes of the recent Exhibition, fell on Sunday from a height of about twenty feet, and broke his right arm. He was removed to the Jamsetjee Hospital.

FIRE.—Yesterday morning, about 4 o'clock, a fire broke out in the native town in the house of one Ardaseer Merwanjee Doongree-walla, by which the owner sustained a damage of about Rs. 500. The origin of the fire is not known. A tenant of the house reported to the police the loss of a box containing valuables worth about Rs. 2,000.

PROGRAMME OF MUSIC to be played by the Town Band at the Esplanade Band-stand this evening:—

| | | |
|---|---|---|
| March | Mandolinata | Godfrey. |
| Quadrille | Marion | Hurfurth. |
| Aria | Traviata | Verdi. |
| Valse | Elvina | C. Duport. |
| Selection | La Diva | Offenbach. |
| Galop | Velocipede | W. C. Levey. |

GOD SAVE THE QUEEN.

MAJOR TULLOCH, R. E., has been appointed an Inspector of the Local Government Board, and was recently engaged holding an enquiry at Oxford upon a petition from the Local Board for power to take lands for the purpose of irrigation. The gallant Major seems to have been entrusted with a difficult job, such as examining Mr. Bailey Denton, Mr. S. W. Leach, and Mr. W. H. White, Civil Engineers, and Dr. W. Odling, Dr. C. C. Poole, the Revd J. C. Clutterbuck, and Dr. Sankey. We are not yet acquainted with the judgment that has been given.

A STRIKING FACT—AN HONEST BUGGYWALLA.—On Friday last, a hack buggy driver delivered over Rs. 70 in Government currency notes to the Commissioner of Police, stating that he had found the money between the cushions on the seat of his buggy, where they had probably been dropped from the pocket of a European passenger he had conveyed from one of the bunders to the Sailor's Home. While the buggywalla was in the office a European seaman arrived and applied for the money. He recognized the buggywalla, and the money was thereupon handed over to him, and in consideration of the buggywalla's honesty he gave him Rs. 10.

ATTEMPTS TO COMMIT SUICIDE.—A man of the Dhed caste named Trimbucka Tubba, residing at Camateepoora, attempted to commit suicide on Saturday by cutting his throat with a razor. He was discovered lying in his bed by his sister, and there was a quantity of blood about him and a razor by his side. The wound is about three inches in length and entirely severs the wind-pipe. The man now lies in a precarious state in the Jamsetjee Hospital.—A Maratha woman named Bheema, residing on the DeLisle Road, Byculla, attempted to commit suicide on Saturday by swallowing six annas' worth of opium. She was removed to the hospital, where she was promptly attended to, and is now progressing well.

COMMISSARIAT CHANGES.—Mr. J. DeAguiar succeeds Rao Bahadoor Pandoorungjee Dinanathjee, Assistant to the Commissary General of the Army, who retires on pension from the 1st proximo. Mr. Aguiar is an able man, and has been serving for about eighteen months in the Commissary General's Office. He has already brought up all the arrears and has introduced different forms, &c., to that heretofore in vogue, which is expected to facilitate the work. Mr. Manockjee Hormusjee, late of the Bombay Commissariat Office, who was removed and reduced as head clerk of the Kurrachee Commissariat Office on a smaller salary, owing to certain irregularities, so universally known, is, we are surprised to learn, recommended to be appointed to a higher and much more responsible position than that of the head clerkship of the Poona Division office, in place of Mr. Raghoba Ramchunder, who has honestly and faithfully performed his duties in the office for upwards of fifteen years without a stain on his reputation.

WE regret to learn that the Rev. Dr. Wilson is indisposed, and that a telegram was received by the Rev. Mr. Beaumont to say that he would be unable to keep his appointment to be in Poona on Saturday night.—*Deccan Herald.*

THE GREAT POSTAL FRAUDS case has now been going on in the Judge's Court for five days; about 27 witnesses have been examined, and it is expected that the case for the prosecution will be finished to-day. Two other postal clerks are still to be tried before the Session Judge—Narayan Murkur and Govind Mahadeo on the same charges—purloining letters and aiding and abetting forgery. Mr. Cabral, late Postmaster, Poona, is the principal witness against each of the clerks. He has to show the facilities afforded them for stealing these letters.—*Id.*

POONA BOAT CLUB.—The annual general meeting of the Poona Boat Club was held at the Gymkhana shed on Saturday morning, 21st inst. The accounts of the Club were put forward by the Honorary Secretary, showing the total liabilities to be about Rs. 1,500, against which there was an actual balance in hand of Rs. 1,232, and the value of the boats which were insured to the amount of Rs. 7,350, and the value of the sheds, seats &c. The accounts were passed, the state of the Club being considered very satisfactory. It was stated that a new shed had been erected, the old one thoroughly overhauled and repaired, an extra piece of land had been taken up near the river for the accomodation of carriages, and a new road had been made down to the Boat House. The Club now possesses a fleet of 17 boats of all classes, and two more are shortly expected from Salters, Oxford. The President, members of Committee and Honorary Secretary, having resigned in accordance with the rules of the Club, the following officers for the ensuing year were proposed by Captain Coddington and seconded by Captain Kay:—*President.*—Colonel Carnegy, Staff. *Committee.*—Major Trent, 68th L. I.; Major Hall, 49th Regiment; Lieut Colonel Mignon, S. C.; C. W. Bell, Esq., C. S, and R. B. Joyner, Esq., C. E. *Honorary Secretary.* W. M. Fletcher, Esq., R. S. Carried *nem con.* Proposed by Major Trent and seconded by Colonel Carnegy that a new list of members be printed with the book of P. B. C. Rules. Carried *nem con.* Proposed by Major Trent, and seconded by Major Hall, that several "Scratch Regatas" should be held during the season, and the first at an early date. Carried unanimously. The President informed the meeting that there was a great probability of the Calcutta Rowing Club sending a crew to compete at this year for the Challenge Race, and hoped that liberal subscriptions would be forthcoming for the Annual Regatta. A vote of thanks was passed to the Chairman and to Mr. Joyner, the late Honorary Secretary, and the proceedings terminated.—*Id.*

## HIGH COURT.—24TH JUNE.

[Before the Hon Sir CHARLES SARGENT.]

SUITS FOR HEARING AND FINAL DISPOSAL.

LONG CAUSES.

281-72—Rimington, Hore and Langley—Goculdas Madhowjee v Ruttonsey Goculdas—Jefferson and Payne.

741 72—Leathes, Crawford and Boevey—W Wallace and others v The Agra Bank, Ld.,—No appearance.

746-72—Chalk and Turner—Ramchunder Dadajee v The Secretary of State, &c.—Mr Peile.

773-71—Hope—Succaram Hoolajee v Shaikally Abdool—Mody.

747-72—Manisty and Fletcher—Suraswutibai widow v Crustnajee Dusnajee—J Gopal.

748-72—Tyabjee and Syani—Khalucdina Khulphanbhoy v Poondlic Narayen and others—Mody.

753-73—Macfarlane and Skipsey—Ramchunder Mahadew and another v Hajee Mirza Shafi M—Tyabjee and Syani.

[Before the Hon. Mr. JUSTICE PINHEY.]

SHORT CAUSES.

282-73—K. Morojee—Baldeo Baichund v Nanabhoy Bomanjee—Mody.

296-73—In person—Atmaram Khoosbali v L Ambaidas—No appearance.

305-73—Tyabjee and Sayani—C Goolam Hoosein and others v A K Moolla Abdool—No appearance.

375-73—Shapurjee and Thakurdas—Hurgopail Premsookdas and another v Cursondas Madhowdas—M M Munshi.

376-73—Shapurjee and Thakurdas—Hurgopail Premsookdas and another v Cowasjee Cooverjee—No appearance.

380-73—Tyabjee and Sayani—Fatamboo widow v Borah Tyabjee Ismaljee—No appearance.

381-73—Manisty and Fletcher—The Agra Bank, Limited, v Hurgopal Premsookdas—No appearance.

383-73—M M Munshi—Withuldas Sunkerlall v Sha Dhurrumsey Wassan—No appearance.

382-73—Manisty and Fletcher—J G Smith and others v Dorabjee Nowrojee—No appearance.

387-73—Rimington, Hore, and Langley—Shreeram Shurdass and another v Assumull Gungsram—No appearance.

391-73—Rimington, Hore, and Langley—Kessowjee Naik v Alfred Preston—No appearance.

393-73—Manisty and Fletcher—The National Bank of India v Jugga Ludha and others—No appearance.

394-73—Rimington, Hore, and Langley—Rawonmull Thakurdas and others v Thucker Parpia Natha.—No appearance.

LONG CAUSES.

696-72—Rimington, Hore and Langley—Jethanund Chelaram v Megbjee Premjee—Macfarlane and Skipsey.

328-72—Jefferson and Payne—Ahmedbhoy Hubibbhoy v Rahimbhoy Hubibbhoy—Manisty and Fletcher.

765-72—Rimington, Hore, and Langley—Cawasjee Eduljee Patel v The Comptoird'Escompte, &c.—No appearance.

623-71—Shapurjee and Thakurdas—Dwarkadas Lulloobhoy v Halabhoy Mohokumchund.

314-72—Dr. Dallas—Nusserwanjee Rustomjee v Moosa Hajee Jooma, &c.

[Before the Hon. Mr. JUSTICE GREEN.]

At 4 o'clock.

ADMIRALTY SUITS.

FOR JUDGMENT.

2-73—Hope—Ahmed Saheb Hajee, &c, v The proceeds of the British Barque Fez Robanee—Macfarlane and Skipsey.

3-73—Macfarlane and Skipsey—Charles Pierre v the proceeds of the Barque Fez Robanee—Hope.

[Before the Hon. Mr. JUSTICE BAYLEY.]

SUMMARY SUIT.

389-73—K Morojee—Khunderao Morojee v Sorabjee Nanabhoy G.—Leathes, Crawford, and Boevey.

411-73—Dallas and Lynch—Rustomjee Cawasjee v John Hamilton—No appearance.

SHORT CAUSES.

5-73—Hope—Esmael Sawooani and another v Khanoo bin Naggoobhoy and others—No appearance.

12-73—Shapurjee and Thakurdas—Dewcurn Bhoja v Luckmidas Waljee and another—Khunderao Morojee.

16-73—Jefferson and Payne—Hakamchund Kessowjee v Bhimsey Ghella—No appearance.

105-73—In person—Barbharjee Ebrawjee Noorbhoy and another v Moosajee Esmaljee—Tyabjee and Sayani.

111-73—Hearn, Cleveland, and Peile—Edward Lawrence and others v Anundrow Bakhatram—No appearance.

161-73—Leathes, Crawford, and Boevey—Pragjee Daysl v Madhowjee Dyal and others—No appearance.

195-73—Jefferson and Payne—F A Spencer and Company v Bomanjee Merwanjee—G J Mody.

209-73—Jefferson and Payne—Trebhoovundas Jadowjee v Premchund Shamdas—No appearance.

295-73—Shapurjee and Thakurdas—Thavurdas Khimchund v Chellaram Nathamull—Tyabjee and Sayani.

301-78—Rimington, Hore, and Langley—Ferdinand Albert Dufour and others v Manecklall Gopaldas and others—No appearance.

328-73—In person—Canjee Ludha and another v C Michael, widow—No appearance.

333-73—In person—Harriett Amelia Phillips v Gungaram Peerajee—M H Khan.

347-73—P. Cawasjee—Ootumchund Manockchund v Jewanlaljee Gordhunjee M—Shapurjee and Thakurdas.

LONG CAUSES.

518-72—Jefferson and Payne—Esmael Essack v Rabiabai widow—G J Mody.

615-73—Mody—Navazbai widow and another v Cursetjee Dossabhoy—Hearn, Cleveland, and Peile.

157-72—Dallas and Lynch—Ragoo Balloo v Ballajee Bhagwantrao end others—Tyabjee and Sayani.

50-72—Jefferson and Payne—J Campbell and another v Purshotum Megbjee—Macfarlane and Skipsey.

55-72—Tyabjee and Sayani—Jadowbai widow v Manockchund—Dallas and Lynch.

389-72—Jefferson and Payne—Mathew Benjamin v H. M's Secretary of State, &c.—Mr. Peile.

543-72—Rimington, Hore, and Langley—Rose Mary DeGa v Anne Pennell.

405-72—Macfarlane and Skipsey—Thucker Lucka L v A Dossabhoy Moonshi—J Gopall.

291-73—Macfarlane and Skipsey—Thucker Lucka L v Chandrabhagabhai—Hearn, Cleveland, and Peile

## SHIPPING ITEMS.

THE BRITISH SHIP BRITISH INDIA, 1159 tons, Captain J. Sexton, will sail to-day in ballast for Calcutta.

THE AMERICAN SHIP GARDEN REACH, 974 tons, Captain S. F. Gilmore, will sail to-day in ballast for Calcutta.

THE B. I. S. N. Co.'s STEAM SHIP INDIA, 856 tons, Captain J. Henderson, arrived here yesterday from Kurrachee with a general cargo and the following passengers:—Major and Mrs. Malcolmson, Mr. and Mrs. Manockjee, Syed Sultan, (ex-Emaum of Muscat, under an escort of three Kurrachee police, and 9 deck passengers.

STATE OF THE TIDE AT BOMBAY.

| HIGH WATER. | | JUNE. | LOW WATER. | |
|---|---|---|---|---|
| Time. | Height. | | Time. | Height. |
| H. M. | FT. IN. | | H. M. | FT. IN. |
| 11 23 m | 6 4 | Tuesday..... 24 | 4 33 m | 7 3 |
| 10 53 a | 3 6 | | 5 21 a | 2 7 |
| 0 8 m | 6 4 | Wednesday ... 25 | 5 15 m | 7 2 |
| 11 34 a | 3 6 | | 6 4 a | 2 8 |
| 0 41 m | 6 4 | Thursday ..... 26 | 6 52 m | 7 1 |
| ..... | ..... | | 6 52 a | 2 8 |
| 0 12 m | 6 4 | Friday ..... 27 | 6 28 m | 6 7 |
| 1 15 a | 5 11 | | 7 19 a | 2 7 |
| 0 52 m | 3 0 | Saturday ..... 28 | 7 4 m | 5 10 |
| 1 49 a | 5 6 | | 7 58 a | 2 7 |
| 1 31 m | 2 7 | Sunday ..... 29 | 7 42 m | 5 7 |
| 2 26 a | 3 0 | | 8 40 a | 2 6 |
| 2 21 m | 2 2 | Monday..... 30 | 8 11 m | 4 2 |
| 3 2 a | 4 4 | | 9 11 a | 2 6 |

Moon—New, 25th, 2h. 2m. A.M.

## HIGH COURT.—23RD JUNE.

(Before the Hon'ble Mr. Justice BAYLEY.)

BHIMJEE GOPALDAS V. SEEWUNDAS MOOLJEE.

THE Hon. Mr. Scoble, instructed by Messrs. Hearn, Cleveland, and Peile, for the plaintiff, moved to make absolute a rule *nisi* calling upon the defendant to show cause why the execution of the decree made in suit No. 356 of 1871 should not be stayed until a decree be passed in the abovenamed suit.

Mr. Ferguson, instructed by Messrs. Rimingtop, Hore, and Langley, appeared to show cause against the rule or behalf of the defendant. The affidavit of Narayen Assoo, the moonim of the plaintiff's firm in Bombay, upon which his Lordship granted the rule *nisi*, states that this action was brought to recover from defendant a sum of Rs. 1,27,500. One Gopaldas Mowjee, the father of the plaintiff and grandfather of the defendant, formerly carried on business at Bombay and elsewhere, and on his death in 1842, his heirs, the plaintiff and defendant and two other grandsons of Gopaldas Mowjee, succeeded to his property and carried on the said business down to 28th June 1870. On the above date, the family partnership was dissolved; and the plaintiff, the defendant, and Morarjee Hurridas, one of the grandsons, entered into a new partnership in order to carry on the business at Mandvee, Muscat, Bombay, and Bunder Abbas. The terms of the partnership were reduced to writing. In 1871, disputes occurred between the members of the new partnership, and the plaintiff filed a suit against defendant in the court of the Rao of Cutch, praying *inter alia* for an account and a dissolution of the partnership. On the 4th September 1872 plaintiff recovered against defendant by the judgment of the court of the Rao of Cutch Rs. 35,250, and that judgment is still in force and unsatisfied. In 1871, plaintiff filed a suit against defendant in Her Majesty's Consulate Court at Muscat, which was referred to the arbitration of the punch at Muscat, who published their award on 6th June 1871, whereby they directed that the defendant should deliver to plaintiff certain property and should pay to plaintiff whatever money might be due by the defendant to the new partnership business at Muscat. The said property, of the value of Rs. 56,250, has not yet been delivered by defendant to plaintiff, nor has he paid the monies in question, which now amount to Rs. 15,000. Defendant instituted a suit in this Court No. 356 of 1871 against the plaintiff and Morarjee Hurridas for an account and other relief in respect of the dealings and transactions between them; and by an order of reference dated 13th July 1871 the said suit and all matters in difference were referred to the arbitration of Mr. B. M. Wagle, who made and published his award on 29th January 1873. Judgment in accordance with the award was passed by Mr. Justice Green on 28th April 1873. The sums due to plaintiff under the decree of the Court of the Rao of Cutch and the award of the punch at Muscat were not in any way taken into account in the reference to Mr. Wagle. In suit No. 356 of 1871 the defendant, on the 29th April 1871, procured an injunction restraining the plaintiff and his agents from despatching two vessels, the Prince of Wales and the Futtool Kurrim, from Bombay. The injunction continued in force until 13th September 1871, when it was discharged. Plaintiff thereby sustained loss to the amount of Rs. 20,000, which he claimed to recover from defendant in this suit. The abovementioned sum of Rs. 1,27,500 is made up of the different items already mentioned, and the plaintiff also claimed interest at 9 per cent. per annum. Since the institution by defendant of suit No. 356 of 1871, he took various proceedings against plaintiff by way of motions for injunction, attachments before judgment, and warrants of arrest before judgment, with the object of causing annoyance, vexation, and loss to plaintiff, whereby his business at Bombay had suffered considerably, inasmuch as plaintiff's constituents were afraid to consign any goods to his firm in Bombay for fear of the defendant's attaching the same, as he had done on several previous occasions. Under the award made by Mr. Wagle and the decree passed thereon, a sum of Rs. 10,135 only was decreed to be paid by plaintiff to defendant. Other sums referred to therein as payable by plaintiff had already been paid to defendant in his accounts at Muscat and were, in other cases, payable only when recovered out of the assets of the new Bombay firm, although defendant owes plaintiff a large sum of money on the Muscat award and the Cutch decree, and which sums, together with others, were sought to be recovered in this suit. From the line of conduct pursued by defendant in suit No. 356 of 1871 in harassing and annoying plaintiff, it was feared he would further harass and annoy him unless he (defendant) was restrained by an order and injunction of the court from enforcing the decree dated 28th April 1873 until the disposal of this suit, or until further orders upon such terms and conditions as the court might think proper. The affidavit further stated that defendant has no property within the jurisdiction of the court available to satisfy any decree that may be passed against him in this suit, and his sole assets in Bombay is the sum due to him under the decree in suit No 356 of 1871; and if this sum of Rs. 10,000 were forthwith paid to him, there would be nothing whatever, when this suit was decided, to satisfy any decree which may be passed against the defendant. This was the affidavit on which the rule *nisi* was granted. Mr. Ferguson controverted several of its allegations, remarking that the judgment of the Court of the Rao of Cutch was not a regular judgment, and that as to the award by the punch at Muscat, there were certain conditions to be performed by the plaintiff before the property should be delivered to him; and that he had not performed them. As to defendant harassing and annoying the plaintiff, the learned counsel mentioned that Mr. Justice Green decided in favour of the defendant on almost every one of the objections taken by the plaintiff, and which objections were overruled. Mr Ferguson remarked that, instead of defendant harassing the plaintiff, the fact was, the latter had been harassing his client. The learned counsel read a number of affidavits filed in this matter.

Mr. Scoble addressed the court in support of the rule *nisi*. After some further discussion, Mr. Ferguson said if plaintiff would deposit Rs. 36,000 in court, he would agree to the execution of the decree obtained by his client being stayed. This was not agreed to. His Lordship said he would look into the papers and give his decision some other day.

MANECKJEE EDULJEE V. MUNCHERJEE BEJONJEE.

Mr. Anstey, instructed by Messrs. Craigie, Lynch and Owen, for the plaintiff, moved for judgment according to an award in the case, producing two certificates from the Prothonotary to show that no application had been made to set aside the award. His Lordship gave judgment for plaintiff for Rs. 10,886 according to the award, decree to follow judgment, together with the costs of this application.

## SIND ADMINISTRATION REPORT FOR THE YEAR 1871-72.

GENERAL SUMMARY.

THE year's results show that the Province is fully maintaining its character for progress, both material and intellectual. No epidemics occurred, though the extreme cold of the winter was more than ordinarily fatal. Small-pox disappeared during the year. The progress made in Vaccination has been good, that department having been materially increased at the beginning of the year. There was no rain, and the mortality amongst flocks and herds was unfortunately very great in consequence. The revenue also from lands dependent on rain fell to nothing. Notwithstanding this, however, as well as the unusual losses which occured from causes incidental to a country artificially irrigated, the land revenue shows a slight increase.

Trade has been dull, as, until the completion of the "missing link" between Kotree and Mooltan, much of the Kurrachee trade is diverted by rail to Bombay. The much-required line, however, is now on the verge of commencement, it having been completely surveyed throughout its length during the year.

Excepting stamps, the revenue under all the minor heads, such as Opium and Salt, shows a falling off, chiefly due to the impoverished condition of the lower classes consequent on the drought. The salt revenue diminished, owing to the market in the Kurrachee Collectorate having been glutted in the previous year with salt from the natural deposits, the working of which had been allowed by a mistake.

*Forest.*—Administration has been much improved. Proper establishments have been organised, the boundaries and boundary-marks laid out, systematic experiments for extending the area of forests have been commenced, the forests themselves have now been completely surveyed, their yield tested, and depots for the sale of wood kept open in the principal towns. The net yield shows an increase of 80 per cent. on the previous year.

*Public Works.*—Under this head no new works have been completed worthy of particular mention, save the fifth block of the new Infantry Barracks at Kurrachee: the expenditure on which has now reached Rs. (5,11,180) six hundred and forty-one thousand, one hundred and eighty. The building, complete accommodate 380 men and 25 Non-Commissioned Officers and are, in my humble opinion, such as should be provided for all European Troops in India. I have for long been of opinion, and am so still, that it is essential for European soldiers that they should be located everywhere (exceptions may be possible in high hill stations, where the men may be allowed to be out of doors all day—but these will be very rare,) in double-storied barracks, the upper forming the dormitories, the lower for use during the day; this, not so much because it places the sleeper above the supposed malaria level, but because it allows of the lower portion being given up to physical and mental occupation, so preventing that stagnation and apathy which is so detrimental to the European constitution in India. A steam bakery has also been finished. An extra grant of Rs. (1,55,000) one hundred and fifty-five thousand was made by the Government of India for the canal clearances, on which a total sum of Rs. 6,03,727 was spent, and both the canals and revenue were much benefitted thereby. Various improvements have been made to existing irrigational works, and a dredge sent from England to assist in the drainage of Lake Manchar commenced to work. The progress in the Kurrachee Harbour Works was very great and gratifying. A fine channel through the bar at the month of the harbour is now open for ships of 18 feet draught to sail through without the aid of a tug, and the portion of the breakwater already completed preserves this intact.

The sum of Rs. 64,51,186 (inclusive of Rs. 14,296 for Vaccination and Dispensary charges and Rs. 55,616 for Educational Establishment) was spent from Local Funds. Of this, Rs. 2,74,798 were spent on Original Works, and Rs. 1,27,517 on Repairs under "Buildings," "Communication," and "Miscellaneous Public Improvements," and the remainder on Establishments and Miscellaneous.

The cotton exports have much fallen off, but three-quarters of them come from the North-West Provinces and the Punjab. Very satisfactory experiments in the cultivation of the staple have been made at the Model Farm.

The Railway and Indus Steam Flotilla have worked at a profit of Rs. 1,82,607 on a capital of £2,428,428. The profit in the previous year was Rs, 3,50,378, owing to a large quantity of Government stores transported in that year to the Punjab.

The progress made in Education continues to be satisfactory. Female education has received a great impulse, and though there is a little falling off in attendance at the higher schools, that at primary schools has much increased.

*Crime.*—Under this head there is an improvement. The number of offences has increased, but only in petty cases of nuisance, offences against Municipal rules, and the like. Cattle-stealing, which is the chief crime of the Province, has much diminished. On the other hand, there is an increase in burglaries and thefts from houses. The Police worked well.

POLITICAL.

There were serious disturbances during the cold season in the adjoining territory of Beloochistan. These it was at first hoped, the ruler, His Highness the Khan of Khelat, would have been able of himself to bring to a satisfactory conclusion; but such, owing to unfortuitous circumstances, not being the case, the Government of India sanctioned the Commissioner of Sind using his mediatory offices to bring about a reconciliation between the Khan and his rebellious barons. This was effected just at the close of the year; and it is hoped that the arrangements entered into may ultimately lead to the establishment of peace and good order in that country, and to the strengthening of the government of the sovereign.

During the disturbances several gross outrages were perpetrated by the insurgents and others on parties of merchants passing through the country. Provision was made for full compensation to the sufferers and the subject of the future safety of merchants considered, with the view of preventing similar outrages being perpetrated, and of saving the increasing trade from Central Asia through Beloochistan into Sind from being interfered with thereby.

On the Mekran Coast the port and town of Charbar were taken possession of by the Persian official from Bampoor, under the mistaken idea that under the boundary settlement suggested by Major-General Sir F. Goldsmid between Persia and Beloochistan that port was handed over to Persia. The discussion regarding that boundry had, however, nothing to do with Charbar, which has hitherto belonged to the Muscat ruler. This subject more properly belongs to the Political Agency at that Court, and will doubtless be fully noticed in its report.

## MUNICIPALITY OF SURAT.

THE annual general meeting was held in the Municipal Hall on April 30th, when the President, Mr. Hope, presented the accounts for the year which ended on the 31st March and the Budget for 1873-74, and delivered in Gujeratee the annual address, the substance of which was as follows:—

I am extremely glad to have again, after the intermission of a full twelve-month, the opportunity of meeting you at our annual gathering, because not only am I at home here among you more than at any other station, but because I look upon our Surat Municipality as one which is working out slowly, patiently, and at some loss occasionally, the problem of self-government. If there be, perchance, somewhat less of knowledge and experience of external things on the part of both governors and governed, this is fully made up for by the general absence of that party spirit which, in other places priding themselves on their enlighten

was the sweet, balmy air; how tranquil the scene, bathed in golden haze breaking through the gently-sighing trees; how pleasant the varied tints of tender greenery on every hand; and how suggestive of happy indolence the faint spirals of smoke lazily vanishing into a bluest ether! But to a human man they also suggested kitchen fires, and kitchen fires, food; so, packing up my goods, off I trudged towards Wandsworth Common.

Seemingly a blight had fallen on Wandsworth—for it is not to be imagined that the place always presents the same aspect of intense solitude as reigned there on Tuesday. Up here, down there, with wares displayed and monkeys elevated, I quartered the suburb in all directions without doing any trade. The few ladies whom I saw at windows, cherishing infants, turned away in huge disdain as if my pretty toys were all unworthy of their little ones' attention, and it was with a sad heart that after passing through Spencer park, I found myself on the Common. What was to be done to allay that gnawing pain within me? Only one appeasement was at hand; the mendicant's unfailing comforter in all misfortunes—a pipe of tobacco. Choosing a sunny bank, and ridding my shoulders of the box which somehow appeared to have doubled its weight, I lay down, lit a pipe, and with half-closed eyes, looked into the blue vault overhead, as if thence to gather inspiration for the next proceedings. It was very pleasant, that short enjoyment of "kief," and my anger with Destiny softened under the placid influences of the tranquil time and scene. But a siesta, to be really pleasant, should follow—not precede—a meal, whilst the old toyman had not broken fast since seven o'clock a. m. Therefore, the pipe being finished, and the small plug of tobacco remaining in its bowl carefully extracted and stored for future use with the remainder of the screw, he once more set forth on his travels, this time northwards. I think it was in High-street, Battersea, that a half-pint of six ale was partaken of; at all events, it was in a pothouse somewhere thereabouts that I once more slung box over shoulder, and papered the monkeys. For the slums in the vicinity of the river gave no evidence of the charitable disposition, other than was shown by some bargees, who shouted out, "Hallo, old white mice!" in allusion to my venerable beard, while my nostrils once more encountered a peculiar perfume which reminded me of Bethnal Green and Whitechapel. So with that awful sensation of being hunted fastening on me—I don't think I shall ever quite get rid of it—I struck out boldly, till, on reaching Battersea Bridge, I felt safe. It was cruel work, the payment of a halfpenny toll; the profit on one monkey gone in a second! In the morning, with the whole day lying before me, I thought nothing of the toll at Waterloo-bridge. It was merely a necessary expenditure of capital for the development of business. But now, when the day began to draw in without giving any results except the profit on two monkeys, and when that poor sum was swallowed up by tolls, I grew very despondent, and, looking over the balustrade of the ricketty bridge, felt that, perhaps after all, a bold plunge into the muddy waters beneath might be preferable to a life of fruitless toil. There, at all events, would be rest from labour—there an end of care and sorrow, and ceaseless disappointment—there no more gnawing fiends of hunger, no parched tongue, no gibes and jeers at a poor old man, because he tried to earn an honest living. Looking down at the sluggish current, now almost run out to lowest ebb, it seemed to me that so it was with my wretched life. What was the use of it to myself or the world? Who wanted me, who would miss me, who in this God's earth of ours cared whether I lived or died? One old man the less; very well, that gives room for one young man the more, so move on, beggar, and make way for youth and strength! This truth was forcibly brought home to my mind by a passing butcher boy who, after driving the sharp edge of his tray into my ribs, called out reproachfully, "Now then, stupid, where's you a shovin to." Although the action was unkind, it reminded me of the necessity of earning food. So away still westwards through Chelsea and the outskirts of West Brompton, till on reaching the neighbourhood of the Consumption Hospital, I deemed the time had come for recommencing business. Then, as I was passing through a quite street, bawling "Penny toys," good fortune came upon me quite unexpectedly, for a lady at a widow opening into an area beckoned me in, and, in two or three minutes, she and I had arranged a bargain on the mutual accommodation principle. The lady—I beg her pardon sincerely if I err in believing that her avocation in life is to let apartments of a superior description—chose some toys for her baby, and in lieu of payment gave me a hearty meal of cold mutton, bread, and beer. Positively I never enjoyed any meal so much in my whole life. It was now half-past four, I had walked twelve or fourteen miles, and for nine hours and a half I had tasted no refreshment other than a pipe and glass of ale.

Thoroughly reinvigorated, I was starting off on commercial thoughts intent when the kindhearted lady accidentally cast me into direct consternation, by asking whether a poor man like me had to take out a license! A license? That had never struck me before. Was it necessary? I did not, and do not know. But as nothing would induce the honest old toy merchant to wilfully defraud her Majesty's revenue, he slung the box over his shoulders, packed the remaining monkeys, and trudged off along the Fulham and Brompton roads, through Knightsbridge, and down Piccadilly to his forlorn home.

I wish here to note two facts with which my street experiences have made me acquainted. First that the much-maligned police are very goodnatured to the poor and destitute. Whenever I want information about the shortest road or the best field for my operations, I ask a policeman, and am invariably answered with kindly courtesy. Second, that barmen seem to deem a medicant's coppers of less value than other peoples halfpence. I always pay promptly for my half-pint of six ale, but rarely drink it without being subjected to churlish remarks. On due reflection I have decided that the sale of street toys in charitable districts does not afford a comfortable livlihood, and I must therefore look about for some other means of advancing my poor old scamp's worldly interests.—*Englishman.*

HAROUN ALRASCHID.

## POLITICS IN THE FRENCH ARMY.

A PARIS correspondent of the *Pall Mall Gazette* writes:—"A good deal has recently been written in France on the subject of discipline in the army and the necessity of not allowing soldiers to meddle with politics. By the recent Army Bill men 'under the flag' have been deprived of the right of voting, and many persons wished to see officers on active service excluded from the Assembly. There are a great many naval and military men now in the Chamber, and the inconvenience of this was exemplified during the recent struggle. When a shock between the Royalist and Republican forces became imminent, General Ducrot, the Royalist General who commands at Bourges, wrote to his Republican colleague, General Chanzy, at Tours, and proposed that they should pair off and remain in camp. General Chanzy appears to have consented to this arrangement, but the day before the struggle at Versailles General Ducrot received notice from the whip of his party that his presence was required, and that General Chanzy was expected by the Left. General Ducrot immediately sent a despatch to Tours, but General Chanzy not being there, he determined to go to Versailles in quest of him, and also to see the War Minister. In an interview with General de Cissey, General Ducrot related what had happened, and said that he would be obliged to vote if General Chanzy voted; at the same time, he hoped the Minister would order them both back to camp directly. General de Cissey said he did not think General Chanzy intended coming to Versailles, but if he presented himself at the Assembly he should be ordered to rejoin immediately. Later in the day General Ducrot received word from his party that General Chanzy was in the Chamber; but, trusting in the War Minister's promise, he kept away. Shortly afterwards he learnt that General de Cissey had ordered General Chanzy to return at once to Tours, and the two Generals both left Paris the same evening—the one for Bourges, the other for Tours. Marshal MacMahon seems to have been solicited by his friends to bring out a certain military pamphlet which he proposed publishing a couple of months ago, but the appearance of which has been delayed in deference to the opinion of M Thiers, it is said."

## AN IMMODERATE MODERATOR.

(*Scotsman.*)

THE troubles that afflict the just are not only in number many, but in kind endlessly various, and in times utterly unforeseen; and seldom has any assembly of the just undergone more severe and unexpected suffering than the Assembly of the Free Church yesterday, though they escaped some portion of the infliction that had been deliberately prepared for them. All the members of that body had been enabled clearly to foresee certain sufferings and perils in store for them (these are fixed to begin on Tuesday), but they had no dread anticipation of what befell them in the very first moments of the meeting about whose last moments their souls were naturally disquieted. It pleased the new Moderator (Dr. Duff)—we have yet to learn that it pleased any one else—to open the proceedings by an address which, as nearly as the overwhelmed reporters can calculate, would fill somewhere between nineteen and twenty-one columns of an ordinary newspaper. To persons who are fond of monstrosities, and who are at a loss what to do with their time, the perusal of the whole document might be possible, if not interesting, provided that they could sink to rest at its conclusion, and keep from so sinking for any considerable time after its commencement. That tremendous flood, we are, however, for various reasons, moral and and physical, especially typographical, to a great extent compelled to dam, in the sense of keeping out. This may only stimulate the inquiry of readers, what was it all about? It would be a much shorter story to tell what it was not about. There was little or nothing, at least little that was meant to be intelligible, about the practical and urgent matters which the Assembly has on hand, and there was a great deal about everything else in the history of mankind, from the first day of the world down to the current week. The case is aggravated by the respected orator's voluntary confession that he had originally meant to say nothing, though he was unhappily led, by a way he knew not, to think it his duty thus to say everything—some fierce and unmannerly people of the Dr. Begg party might perhaps prefer to say that he really adhered to his original intention of saying nothing, but said an infinite deal thereof. We make nothing of course of the Rev. Dr.'s great humility in saying that he could have no right to speak at all, much less to the extent of twenty-one columns, seeing that he is "one who in his early days was only a humble youth amid the recesses of the Grampian Hills," and, if we rightly interpret his meaning, was there found unfit either for Cain's employment of tilling the ground or Abel's of keeping sheep. His personal history, which, to do him justice, he gave much more briefly than he did the history of almost all other people that ever on earth did dwell, closely resembles that of Young Norval, from the same district, who also was somewhat given to make speeches which now-a-days read rather flatly, though not nearly so long as those of his modern neighbour and compatriot. But the Moderator pleads that he could not conscientiously remain "lounging on the couch of ease, indolence, and self-regalement." It would thus appear that the Rev. Dr. dwells for ever in extremes, and can see no happy medium between lounging permanently on a couch, and standing on his legs "from noon to eve, a summer's day." We have, however, received numerous assurances that a little moderation on the part of the Moderator would have been a happy medium to his hearers, some of whom, if driven to a choice, would even have preferred that the orator had remained in "self-regalement on his couch" rather than driven them to long for theirs.

To be sure, if mighty themes require mighty speeches, the Moderator had no alternative. His theme, as stated by himself, was "to trace God's eternal purpose for nearly six thousand years," in pursuit of which design he began with Adam and the Fall, and ended, though more briefly and vaguely, with Dr. Begg and Mutual Eligibility. Into neither the narrative nor the disquisitional part of that tremendous retrospect are we entitled, any more than we are inclined, to follow him; almost the whole of the multitudinous matters therein minutely dealt with being quite out of our department, which is mainly that of news, in which commodity almost alone the Moderator's address showed a want of redundancy. It would seem, from the narrative portion of the document, which was mainly a recapitulation of the history of Eastern mankind, that the Very Rev. Moderator was under the impression that the Old Testament is out of print in Edinburgh; and it might be inferred from the spirit permeating the whole twenty-one columns, that he thinks there is no risk of anyone hereabouts being in possession of a New Testament, and so supplied with the means of refutation and rebuke. He spoke of the patriarchs and prophets as persons now about for the first time to be introduced to our notice; and he minutely denounced all the thoughts of all men in all ages and countries, excepting the doctrines of those infinitesimally few who think exactly as Dr. Duff happens to do at the present time. Though thus denouncing and renouncing mankind in general, he more specially referred to a great many offenders, catalogued with what might seem an extravagant incongruity, whose offences, by reason of their heinousness, are more offensive in his sight than the offences common to all the race beyond the Assembly—for instance, "the bullying and blustering Presidents of the British Association." Having thus, in what he called "the briefest and most cursory survey," given the history of all nations, tongues, and tribes that ever dwelt on the face of the earth, described the moral, political, and religious condition of all communities in that position in our own days, characterised all religions that ever existed, and given numerous extracts from old newspapers, he came to the conclusion that the world is in a state, religiously and morally speaking, of incurable dislocation, beyond even his power of setting right, and that numerous things have recently been done by numerous people which call for an immediate visitation of vengeance from God. One of the most infamous and heaven-defying of all the crimes of mankind, ancient and modern, is, it is startling to learn, the return of of the Rev. George Rigg (R.C.) as a member of the Edinburgh School Board. Before this sort of thing goes any farther, in either of the Assemblies, it may be permissible, if not advisable, to suggest that our clerical friends surely make a mistake in customarily calling out that this and that is fit to evoke Divine vengeance. If, in the circumstances which they think call for vengeance, vengeance does not come, are they not uttering a sort of reproach to the Deity, or making evident that they are fuller of vengeance than He to whom vengeance belongs?

Happily, however, it is needless to enter into that delicate question in the present case, for the vengeance said to be due may also be said to have come, and to have come through the instrumentality of the humble youth from the Grampian Hills, who complained that it was withheld. Why, at the very moment that he was lamenting the want of vengeance, the Moderator himself was inflicting vengeance in the most terrible shape, pouring out in one flood vials of wrath to the number of twenty-one, being three times more than the number specified or authorised in Revelations. If as it seems the main cause of that dire outpouring was the election of Father Rigg, the punishment seems, we humbly suggest, altogether disproportionate to the offence. Dr. Duff, who states that he has been spending most of his days and nights for a long time past in the perusal of all manner of irreverent and licentious publications, may perhaps have stumbled in some of the milder and decenter of that class of works, upon the story of the Jew, who walking home with a pork chop with which he intended to please his palate and violate his religion, encountered a tremendous thunder storm, which he at once interpreted as directed against his sin, and was so led to compound the matter by throwing away the peccant morsel, though accompanying the act by a protest that it was a ridiculous row to make about a pound of pork. It occurs to us as just possible that Father Rigg, who is a good-natured sort of man, would, if properly approached, have consented to be cast out of the School Board rather than that the wrath of Heaven should, mainly on his account, have descended on his fellow-citizens and mankind in general from twenty-one vials uncorked without interval or mercy. Such a sacrifice, too, would be of less importance to any of the parties concerned, excepting mankind, than at first appears, for it happens that Father Rigg holds precisely the same principles as to the religious element in national education which is held by Dr. Duff and the Free Assembly. Nevertheless, so great, in the eyes of the Moderator of the Free Assembly, is the iniquity done by certain Edinburgh ratepayers, that, besides emptying all his vials upon us, and telling us that he has more in his cupboard if he had only time to fetch them out, he as much as warns us to expect John Knox to get out of his grave some day soon and make some remarks about Father Rigg in Parliament Square. We wish we could believe the Moderator, for we should really like to see John Knox, and to hear what he might have to say to us all, and especially to his reverend brethren, more than probably to this effect—Ye sluggards, you are not further on but rather further back than when I left you; you have no more of the true spirit of reformation than the friars upon whom I set my foot; and instead of having a hundred years ago enlarged my system of education to suit your men and your times, you are still in that, as in a multitude of other things, only darkening counsel by a multitude of words.

It was not to be expected that, when the Moderator was giving his opinions, or, which he concludes to be the same thing, the opinions of Heaven, upon all things and all men in all times, he should have omitted even so insignificant a thing as the Press. To qualify himself to speak on that subject, he has been collecting and reading by hundreds all the blasphemous and obscene publications he can hear of, and he was thus enabled to give his audience some strong statistics and still stronger observations, though confessing that some of the works to which he has latterly been devoting his attention are not fit even to be named. The Reverend Doctor, as might be expected in a man of his simplicity of nature, is here under a mistake, into which many better informed or less ardent persons have fallen before him. Even absolutely, the number of such publications as he refers to is very much smaller that it was at any previous time of which we have adequate knowledge, and, proportionately to the amount of wholesome or at least harmless literature, it has decreased so that it may now be fairly called incomparably small. Then, as to those other portions of the Press which the Moderator classes as respectable but dangerous (in which category he seems to include the whole press except some half-dozen so-called "religious" newspapers, which, by their lying and malignity, cause good to be evil spoken of), there never was a time when religion was more respectfully dealt with in those quarters, though intolerance and even fanaticism may sometimes be roughly handled. A still greater mistake of Dr. Duff on this point is in speaking as if the giving of information as to what is being said or done in the religious or theological world were tantamount to approval or recommendation of all those sayings and doings. He does not see that it has become impossible for people engaged in the furnishing of news to pass over without announcement or description such events as the publication of works like those, for instance, of the Duke of Somerset, Lord Rassel, and Miss Nightingale. Would he have us poor newsmongers conceal the fact that such works have been published, or refrain from letting the public know what is their nature? The publication of such a work is as much an item of news as the meeting of a Presbytery, or even a General Assembly, and those who let it be known that such or such a book is published, and that such or such is its argument or aim, no more adopt the sentiments of the book than, by reporting the proceedings in the Church Courts, they adopt the sentiments of the speeches. In either case the responsibility would be too tremendous to think of; and surely the Very Reverend Moderator would admit—at least the vast majority of readers would admit with a groan—that, for one line devoted to such books, there are a thousand devoted to speeches by divines after Dr. Duff's own heart. Of course, however, though we do much for reverend and Very Reverend orators, we cannot do everything; and when they come to twenty-one columns, we can do comparatively little, beyond giving a few favourable samples, and leaving the public to grieve or rejoice, as they may feel inclined, that they have not been put in possession of the whole sack.

## A FIRST VISIT TO THE DERBY.

(*Globe.*)

IT had never before occurred to me to go to the Derby. I felt sure it was only a big, vulgar show; and I had no desire to lose time, and expose myself to worry and bother, for the sake of so very small a reward. This year, however, I felt an irresistible impulse to join the crowd. What could it be that moved so powerfully such enormous masses of men? There must surely be some subtle charm which I had hitherto left out of my calculations. The best way to solve the difficulty would be to go and judge for myself. Between twelve and one, therefore, I was on my way to the Downs. I had a vague notion that I must find in the railway carriage a number of "horsey" men—perhaps some nervous and excited, ready for any desperate deed if the result of the race should disappoint their expectations. Nothing of the kind! Respectable, middle-aged gentlemen, with one or two languid young fops, several of whom lolled back and dozed most of the way—these were my travelling companions. As there was nothing very amazing in such a sight, I devoted myself to the columns of the *Sportsman*, a copy of which I had bought for the first time in my life, resolved, before reaching the Downs, to be thoroughly familiar with all I might expect to see there. The technical terms sadly puzzled me; but I at least made out that there were three horses out of twelve, one of which was absolutely sure to win.

I shall never forget the moment when I came fairly within sight of the Downs. The greatest crowd I had ever seen was at Versailles last summer, one day when the fountains had been made to play after a long interval. Immense as that assemblage was, it appeared insignificant when compared with the vast multitude which reached away from where I stood into the far distance. A perfect ocean of human life, it seemed. And what a contrast between the English and the French crowd! The latter was broken up into innumerable little groups, for the most part sitting on the grass and talking quietly. The English crowd, on the contrary, was full of life and movement. Every one seemed animated and cheerful, ready to give and take fun, sometimes not very refined in its character, but usually bright and good-humoured. This, I know, is the reverse of what foreigners tell us of English amusements; but we are, perhaps, too willing to accept their judgments as final. The popular impressions on the Continent respecting English character are usually hasty generalisations from very insufficiently observed facts. Any one with his eyes open on Wednesday last must have seen that we do *not* take our pleasures sadly. If John Bull is a dull boy, it is not, as some one remarked the other day, because he has not a good deal of play, and of play thoroughly enjoyed.

One of the things that struck me most was the extraordinary variety of ways in which hundreds were striving to make hay while the sun shone. The "Claimant" seemed by far the most popular hero with these persons. One individual appeared to be making a small fortune by selling a memoir of the great man set off by startling illustrations. Another had set up on a stand a figure of the would-be baronet, and twopence was offered to those who should throw a wooden ball through a hole made in his chest. A little way off stood a group surrounded by an admiring crowd, listening to a song which detailed in full "Sir Roger's" adventurous life. There were a good many villanous-looking rascals armed with bags and pieces of newspaper in which were some coins. The greatest marvels were to happen in your favour if you should lend them half-a-crown to start with; but as all who obliged them soon displayed great anxiety to get back their money, the cleverness of the tricks was probably more conspicuous than their honesty. A man who stood with two tame rats on his shoulders made a greater hit by the sale of roots with the most wonderful "perfooming" qualities. Taking a glass of water he handed it round to be smelt and tasted. "You see," he explained, "people 'ud be sure to say 'O, e's gone and took 'e perfooned water from that 'ere bottle, and then tried to make us believe as it's the roots as 'as done it—that's wot he's arter.' I should a' said so myself; but taste it, smell it, ladies and gentlemen." As the "ladies and gentlemen" were convinced by this experimental test, there was quite a rush on the "perfooming" roots when they had given the desired aroma to the water. A genius very near this brilliant experimenter was trading on the fears of his fellow-creatures. He held in his hand a tube connected with some mysterious apparatus. Any one who blew through this was to find out beyond the possibility of error whether or not he had consumption. A weak-looking youth with hollow cheeks paid his penny; and as he went away smiling, the result seemed eminently satisfactory.

While I was wandering about among the booths I found I had missed the first race, so I kept near the chains in order to make sure of the great event of the day. After a time the enormous multitude on both sides of the course seemed to become suddenly quieter. The fate of an Empire might have been hanging in the balances, a look of such intense expectation came into the faces of old and young. When the cry was raised, "They are coming," the sight was really grand. It is always impressive to see a dense mass of human beings moved by a common impulse; but here were innumerable thousands, such as no other country in the world could have gathered together, raised to the highest pitch of excitement by what could in no way affect, either for good or evil, the great majority of those looking on. Every face was turned in one direction; and involuntary cries burst forth here and there from the crowd. As the horses passed I could not help sharing—I do not know why—the prevailing enthusiasm. Swift as the wind the noble creatures swept along. They seemed almost to know what a prize they were running for, and that the name of the winner would be borne on the wings of fame from one end of England to the other. Why should one have felt a touch of patriotic sentiment as deafening cheers arose when the result was known? I hardly know. Perhaps because one liked to realise that there are still some things in which no other country can ever hope to equal us.

A very pleasant feature of the Derby, as seen by one who visits it for the first time, is the free intermingling of all classes. There are, however, many sad sights. In the crowd at Versailles I hardly came across one case of utter poverty. On the Downs there were hundreds in rags, and apparently half-starved. Very terrible was the contrast sometimes presented by an open car with its happy inmates, all eating a hearty luncheon and laughing merrily, and some poor old creature hanging about in the neighbourhood, casting eager glances towards those whom fortune had favoured so much more highly. One such unfortunate approached a carriage within a few yards of me a little before the race. He had neither hat nor shoes, and although a gleam of sunshine just then lighted up the whole country round he seemed cold and cheerless. A little girl in the carriage, with bright eyes and long sunny locks, touched her mamma's arm. "Poor man! see, mamma"—and she pointed towards him. The comfortable matron took pity, and handed the wretched creature some remains of the luncheon they had been eating. "Thank'ee, Miss, thank'ee heartily," he said, looking to the bright little creature, as he took what the lady offered him. The young eyes danced with joy; and I dare say the sight of that poor man's pleasure gave little Golden Hair more delight than all the adventures of the day put together. The contrast gave rise to some sorrowful reflections; but it was not without its gleam of sunlight either.

J.

## THE GAUGE OF STATE RAILWAYS IN INDIA.

(*Continued from Saturday's Gazette.*)

SIR G. B. AIRY, F. R. S., Astronomer-Royal, remarked that, after the able critical examination which had been made of almost every engineering point, with regard to the proposed system of railways in India, it was not in his power to throw any additional light upon that branch of the subject; but there was an important, and, perhaps the most important part of the question, on which he might speak. He was a member of the Royal Commission appointed in the year 1845 to consider the question of the break of gauge, and which made its final report in 1846. The question of the break of gauge was then beginning; in fact, there was only one place where the two gauges at that time actually met, and that was at Gloucester. The Commission did their best to examine into the whole state of things at the one break of gauge, and as to the probable state of things that might ensue. They studied the working of the traffic at the Gloucester station; they obtained the best evidence; they examined Mr. Brunel's ingenious contrivances; and the conclusions at which they arrived, and of which they felt the correctness very strongly, were these:—In the first place, that there must be no such thing as a break of gauge,—that it was absolutely necessary that one gauge should run all through the kingdom;—and they thought it desirable that this should be the narrow or 4 ft. 8½ in. gauge. But there had been much discussion on what could be done on railways of different breadth, upon which they had not sufficient evidence at the time. The Commission recommended that attention should be given to the possibility of the admixture of gauges; but that at all events the first principle should be carried out; and in a subsequent letter addressed to Sir E. Ryan, the Astronomer-Royal individually urged the same thing more strongly, and especially that attention should be given to the possibility of working a mixture of gauges; for the Commission held it to be important that liberty should be given, as far as possible, and that Mr. Brunel's contrivances, admirable in many respects, should not be driven out of the field without receiving further trial. The Report of the Commission was strongly attacked, in pamphlets and in newspapers, by the advocates of the broad gauge, and finally it was resisted so strongly in the House of Commons that it was thrown out. He had watched the progress of events since that time with some interest, and he found it was this; that the Great Western Railway, which naturally was the most strenuous opponent of the Report in the first instance, at length adopted precisely what the Commission recommended with regard to the gauge; trying first the mixed gauge, and afterwards abandoning the broad gauge entirely, substituting for it the narrow or 4 ft. 8½ in. gauge, which was now universal throughout the kingdom. And he could not help recollecting that amongst the representatives of the broad-gauge system there was one who especially commanded the respect of the Commission; that was the present Chairman of the Great Western Company, who was then the locomotive-superintendent, and was very strenuous indeed in his support of the broad gauge; but, nevertheless, the Commission felt it necessary to express an opinion opposite to that which that gentleman held; and even he had been driven by the force of circumstances to take the course which was recommended in the report. After this he need not say his own feeling against the break of gauge in India, or anywhere else, was very strong indeed; and looking, not so much at the recommendations which the Commission made, as upon the course which events had forced upon railway companies, it did seem to him an act of most extraordinary imprudence to introduce a break of gauge in India.

There was one point which he omitted with respect to the break of gauge, and it was this: numerical estimates had been given of the inconveniences of the break of gauge, and it was stated that goods might be transferred at from 8d. to 1s. per ton. Now he apprehended such a statement as that could only apply to goods on a large scale, such as bags of cotton, or rice, or barrels of flour, or articles of that character; but it could not apply, he thought, in any degree to mixed merchandize; and still less would it give the slightest idea of the injurious effects if a break of gauge occurred in the transport of an army, or of its munitions. As to having a stock of carriages of one gauge ready to meet a stock of carriages of another gauge, he looked upon such a proposition as an absurdity, and it had been so regarded, in an instance which preceded the Commission on the gauge question, on the Eastern Counties railway. The circumstances were these: A short railway, which was likely to have comunication with the interior of the country, and was 4ft. 8½ in. gauge, was amalgamated with a longer railway upon a wider gauge. Upon that amalgamation taking place, the Directors of the amalgamated company immediately saw they could not go on under the existing state of things, and they at once changed the gauge of the rails and the working stock of the longer railway to suit those of the shorter line; and upon that no doubt depended the efficient existence of those railways. That was an instance, he would state, showing the impossibility to provide what was necessary upon one railway by the stock meeting it upon another railway. But with regard to the break of gauge in India, he would say he conceived it was impossible to provide a rolling-stock upon one railway which should be always ready to meet that upon another gauge; and from the evidence before the Gauge Commission, as well as from ordinary observation, there could be no doubt that the difficulty of a break of gauge in military matters would be extreme. India had not been held in subjection by the governing classes of Great Britain in the same way as England or Scotland; by the sword it had been gained, and by the sword it must be held. And however much legislation on behalf of that country might recognise the desirability of studying the welfare of the natives of that country, it must be remembered that there was a spirit of independence generally at work, and there were parties ready at all times to stir up internal tumults; while at the same time there were those outside who, at the proper time, would be ready to invade. It was necessary, therefore, to be prepared to make rapid movements of armies. With the means of rapid communication to the frontier of Peshawur, at the opening of the Khyber Pass, it would be a question whether it was necessary to maintain so large a garrison there; and the advantage of landing troops without the fatigue of marches—especially in India—was too well known to admit of any question.

Adverting now to the question of the width of gauge as applied to India, he conceived there was not that objection to the wider gauge which some eminent men appeared to entertain; but as between the entire adoption of that gauge and of the change of gauge, the difference was very great indeed. Amongst the objections which might be raised against the narrow gauge, he conceived there was one of considerable importance with regard to military matters. It would be difficult, he thought, upon the narrow gauge to carry field artillery except in a dismounted state, and it would be troublesome to carry horses; and it was to be considered that the carriage of a large number of horses was indispensable in military matters. Even with infantry regiments the officers must be well provided with horses; and to carry horses at any speed on the narrow gauges which were proposed, he thought would be a very hazardous matter. With regard to the alleged difficulty of adopting a wider gauge which would arise from the winding of the railway, he did not think there was anything in the nature of the country to make that an obstacle. There could scarcely be anything worse in that respect than the Todmorden Valley Railway, and the trains ran very well on that line; and, generally speaking, he should say, upon any railway where the speed was well understood, and where the rails were not over-canted—which he looked upon as an essential condition—the form of the conical tires used might be made so to guide the wheel frame of the carriages that there would be no sensible friction produced by the difference in the length of the inner and outer rail. These were mechanical points which he did not feel himself authorised to urge so strongly as he did the question of the existence or the non-existence of a break of gauge; and he repeated this opinion very strongly as the result of all he had heard and seen. Therefore, he thought it would be most injudicious to have a break of gauge in the Indian railway system, and he was only surprised to find that the existence of such an evil had ever been seriously entertained.

Captain Tyler, reading from copious notes, said he had felt great hesitation in taking part in this discussion, but it had been represented to him that as he was the first to bring the subject of railways on a narrower gauge than 4 feet 8½ inches before the Institution, and as he had since taken a somewhat prominent part in experiments and discussions on the subject, it would, or might, be supposed, if he did not now express a contrary opinion, that he was in favour of an universal metre gauge for the Indian State railways. He could fully appreciate the position of the Indian Government in this matter. They had constructed and guaranteed interests on the cost of 5,000 miles of railway, in a country 1,800 miles long by 1,500 miles wide, containing 200,000,000 of inhabitants; they conceived rightly that, for the due development of the country, it was essential to construct a further network of, say, 10,000 miles of railway; and they believed, rightly also, that it was of great importance to effect as much saving as was consistent with efficiency on this large system. They were naturally disposed to look despondingly at the heavy interest which they are called upon to pay for existing lines, and were as naturally desirous of making future lines pay interest on the outlay to be incurred on them. They, therefore, took up warmly the question of narrow-gauge construction, and they were desirous of utilizing it to the uttermost.

Now, as a warm advocate of a narrow gauge in its proper place, he had been quite unable—and he was glad of the opportunity of saying so publicly—to follow the later advocates of narrow gauge into all their extremes, and he also dissented from those uncompromising opponents of narrow-gauge lines who would oppose them in all cases and under all circumstances. There were gentlemen who would tell them that the heaviest traffic might be carried more cheaply on a 3 ft. gauge than on a 4 ft. 8½ in. gauge, or a 5 ft. 6 in. gauge, on the one hand; and there were others who would tell them that the narrow gauge was not capable of being worked with sharper curves, and was hardly less expensive in a difficult country, on the other hand. He did not care to discuss the matter with gentlemen holding either of these opinions. But he did believe that a 3 ft. gauge or a 3 ft. 6 in. gauge, was suited to some circumstances, and that a 4 ft. 8½ in. gauge or a 5 ft. 6 in. gauge was suited to some other circumstances; and the question at issue was, to what circumstances were they respectively suited?

The elements to be considered were:—

1. Cost in construction,—comparatively.
2. Cost and efficiency of working and maintenance,—comparatively.
3. Nature and quantity of traffic.
4. Gauge of existing railways, and number and position of points at which there would be break of gauge.
5. Strategical requirements.

And these points required to be considered separately and carefully, with reference to each particular line to be constructed; and they led to other important considerations, such as speed and general efficiency.

In the present instance, the author of the paper, taking the best materials in his possession, endeavoured to arrive at a comparison of cost which was evidently anything but reliable, when applied to 10,000 miles of railway over a country of vast extent, presenting great varieties of character, climate, and traffic; and he rather summarily disposed of the question when he said that there must be either narrow-gauge railways or no railways at all. Perhaps the author would be nearer the truth if he were to say that India must have railways, of whatever gauge; but they ought to be made in the cheapest possible way, consistently with the most economical and efficient working and maintenance.

Various opinions had been expressed as to the saving to be effected by the adoption of the metre or narrow-gauge. This was estimated by Mr. Bruce at £200 a mile, Mr. Harrison at £400 a mile, Mr. Thornton at £1,000 a mile; by Mr. Fowler and Mr. Hawkshaw at different figures between these extremes; by General Strachey at £1,000 to £1,500, in permanent way alone, and as much more in other items, say £2,000 a mile. Now the extreme difference between £200 and £2,000 a mile, multiplied by 10,000 miles, became no less than £2,000,000 against £20,000,000.

The Institution ought not, and it could not, seriously discuss the question without more accurate information of a reliable character. Mr. Harrison did the best he could, with the information before him, to pull to pieces the estimates of two other eminent engineers of the greatest experience, and to found his own conclusions upon the ruin which he had effected; but Captain Tyler hardly supposed that Mr. Harrison's conclusions would be quite satisfactory to himself, and he was sure that Mr. Harrison would prefer, and would be the first to advocate, that in a comparison of cost as between two gauges, the precise line of railway should be indicated, precise information in regard to it should be obtained, and accurate estimates of that particular line should be framed.

Captain Tyler held that the method adopted by Mr. Thornton, of averages between Mr. Fowler's and Mr. Hawkshaw's estimates, produced results which, under different circumstances, and for different lines, were entirely fallacious. Facts and figures were proverbially deceptive, but averages were perhaps still more deceptive. He remembered in one case finding fault with some fish-bolts which were too short, and having it pointed out to him that, as others were too long, the average was sufficient. Similarly, when, on a very recent occasion, he had referred to a train as having been run on certain days at too high a speed, he was met by the reply that the average running speed on the same train for the month had not been excessive. The absurdity of such averages was obvious, and it was, he contended, almost as improper to take any average between the estimates of £200 and £2,000 above referred to—and to multiply it by 10,000, in order to arrive at the saving of the metre gauge over the 5 ft. 6 in. gauge, for future Indian railways. Some of the projected lines would show a greater, others a less saving in this respect; and it was only right and proper to take each case, with accurate estimates and information, on its own merits and then duly to weigh the different conditions of the problem.

General Strachey had afforded another instance of the fallacy of averages improperly applied, in citing the average traffic carried on a working railway, and then contending, that as such average traffic could be carried on a railway on the metre guage, therefore railways on that guage would be capable of doing all that could be required of them. The traffic on the East Indian Railway was, he apprehended, much greater on some parts than on other parts of the line, and at certain times and seasons, than at other times; and the same would be the case on the lines yet to be constructed. And any one who knew anything of railway working, was well as aware that the inconvenience of crowded traffic, which was severely felt at certain times and seasons, and on certain lines, would be very easily dealt with, if it could be averaged and distributed at the pleasure of the traffic managers. To take a familiar instance, not far from them, the carriages and platforms of the Metropolitan Railway were sometimes overcrowded and sometimes empty; or take the case of Easter or Christmas traffic in this country, or the Scotch traffic at certain seasons, and the same was the case. The question really was, whether the metre gauge would be sufficient for the maximum traffic that could be brought upon the lines constructed on that gauge, at all times and all seasons, rather than whether it was adapted to the average traffic of any existing line. What that traffic was over all or any of the various lines proposed, they had no present means of knowing, and it was therefore impossible for them profitably to discuss further this part of the subject.

Then, again, the comparative cost and efficiency of working and of maintenance, as between the two gauges, depended upon the character and quantity of the traffic; and there was one point that he had not heard referred to in the course of this discussion—that of speed. It was obvious that, on long lengths of line, it might be a great object to run, at times, if not with daily trains, at a high rate of speed, in order to save time on long journeys; and the metre gauge could not be considered to be well adapted for such high rates of speed. On lines, therefore, on which high rates of speed might be required, it was an argument against the metre gauge that it was not so well adapted to high speed as the 5 ft. 6 in. gauge, and especially if stability were to some extent sacrificed in the rolling-stock.

The disadvantages which he had seen in practice for so many years, of the break of gauge, which had at length been happily put an end to in South Wales, had been already sufficiently referred to; and Mr. Allport had referred to the change of gauge that had been lately effected on a line with which Captain Tyler had been many years connected in Canada. The circumstances of the Grand Trunk Railway were peculiar. A break of gauge had there actually been effected during the past year between one part of the line and another; and that which was ironically proposed by a previous speaker had thus been carried out in practice. The gauge of that railway had been narrowed for 180 miles between Sarnia and Fort Erie, on the opposite side of the Niagara River to Buffalo, from 5 ft. 6 in. to 4 ft. 8½ in.; and the lesser evil of a break of gauge had been incurred—it was hoped temporarily—at Stratford, in order to avoid the greater evil of the break of gauge at two important points on the line, which were in connection with the great American lines of railway. Mr. Thornton, however, spoke of a break of gauge as not being of great importance, for he said, "If, in some unforeseen emergency, a regiment ever did arrive by rail at Lahore, requiring to besent forward immediately, the only time lost would be the half-hour or so spent by the men in walking from the broad gauge train to a narrow gauge train, already laden, in anticipation of their arrival, with whatever guns, ammunition, &c., were needed for their full equipment. This occasional half hour or so would be the only delay (if any) which ever could be caused by a break of gauge."

All those who had studied the question of transporting bodies of troops by railway would well understand what he meant when he said that the difficulty was not to run trains along the lines, but to collect the necessary rolling stock at one end, to arrange for the arrival of the troops, horses, guns, munitions, provisions, stores, &c., to get the soldiers into the carriages, to embark 'materiel,' &c., to send them off, train after train, and then to disembark them at the other end; and they would further understand the difficulties, delays, and confusion which had to be encountered, in remembering that a break of guage necessitated all those operations being gone through twice over. In this case of the Indus Valley line, there were 1,000 miles between Kurrachee and Peshawur, and he need not dwell upon the importance of being able, in a case of emergency, to transport troops rapidly over portions or the whole of that route. They had been led to believe that one great advantage of having railways in India would be, that they might without fatigue to the troops by long marches, take them through the country, and whilst employing smaller forces; be prepared to concentrate within a short period the number of men required at any point. He maintained that, not only by break of gauge in certain localities, but also by using the metre gauge for certain through routes and in certain localities, they would do away with many of the advantages which had thus been anticipated from having railways in India.

In conclusion, he said, the question before them was a very serious one—serious to the Indian Government—serious to the maintenance of the British rule in India. It was one which ought only to be decided after the most careful computation, the most careful in